



VEHICLE CLUB
Wellington (inc)



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August 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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**The club meets at 7:30pm on the 2nd Wednesday of each month
at the Belmont Hall, Lower Hutt.**

MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-To's", etc to be in the hands of the editor by the end of each calendar month.

Please post to 10 Matariki Grove, Wainuiomata, fax to 04 914 5825 or email to newsletter@ccvc.org.nz

SAFETY POLICY

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

in the first instance:

Co-ordinator Jim Johnson 04 938 9404 or 021 389 404

DISCLAIMER

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



EDITORIAL RAMBLINGS

Welcome to the August issue of the Cross Country Chronicle.

You will recall my note last month about the comments by the land owner of Takapari Rd - well the honourable CCVC entertainment officer, bearing gifts, made a special trip on our behalf and all is well again.

Something must have gone wrong this month, as I have had to keep adding in pages and pages 'coz I've been sent so many trip reports - don't know how many this month, but it must be a record! Keep it up.

So have a good read and see what everyone's been up to.

Alan...



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Cover Photo: Chilly morning in Pureora Forest, Queens Birthday weekend.

President's Piece

Time seems so short these days, now Alan and Kerry are hounding me that I'm late with input to the newsletter - so....

Everyone must have heard something about what the people on the land access committee have been up to. Everyone involved is investing some pretty serious amounts of time to try and help with organising, retaining and maybe even improving our land access. Without access to suitable lands, we don't have a sport.

It's pretty miserable then when these people go to so much trouble on your behalf that turn-outs at working bees in support of land access is so miserable. To those who do make the effort, a heart-felt well done. To the rest of you, perhaps you might want to consider what is going to happen if we simply allow landowners and managers to close lands to us simply through inaction.

Coming up are several venues for you to make significant contributions to the image we as a Club project. Spinifex planting at Foxton Beach may not be everyone's idea of fun - although it can be if you give it a go. There's more of the usual rubbish collection type events, especially around the Wellington Coast, and in September, I have a major working bee organised over in the Aorangi Ranges between Waikuku and Te Kopi (Sutherland's Track) in September.

I know that many people are so busy these days earning a living, that fitting in many of these things must take second place to work and family life. But unless we make the effort, lands will be lost to us on a wholesale basis.

Ah well, lecture over. The Club is still going from strength to strength, and we can be rightly proud of the achievements made over the last year or so. More and more land managers are turning to us as responsible recreational users, and we are held up as pristine examples of how a well-organised, safety-oriented, Club can be run, and how our sport can be accommodated within management plans so that we all gain.

Working as closely as we do with other groups through ARAC is certainly paying dividends. We're pretty confident that the ARAC plans to manage the Aorangi Range is now almost a done deal. Grant is forging new relationships with both Foxton and Wellington City Council and of course the special interest groups dealing with Waiotau Road and the Eastern Hills are still forging ahead. Roger is still making wonderful inroads with the Belmont Regional Park.

In all, not bad, but of course, we know we are capable of doing much, much better.

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

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.



VEHICLE CLUB
Wellington (inc)

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.

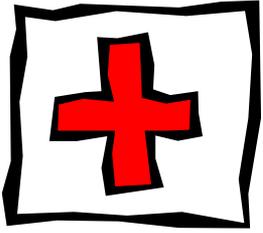
2001 / 2002 SUBSCRIPTIONS ARE NOW DUE

The membership is reminded that, in line with the Club Constitution, any subscriptions unpaid as at 31 August 2001 will attract a joining fee.

THIS IS YOUR THIRD REMINDER

Cross Country Chronicle

First Aid Training



Our honourable Safety Officer confirms that the following is the dates for the next first aid course:

Course: *Workplace First Aid*

Venue: *St John, Collingwood St, Waterloo, Lower Hutt*

Days: *Wednesday & Thursday*

Dates: *29 & 30 August 2001
13 & 19 September 2001*

Times: *6:00 - 10:00pm
(each evening)*

Club Champs Round 2

Humes Farm, Ohariu Valley
Sunday 8 July 2001

The word went out from the organising committee that the champs site on Humes farm was so wet that they had considerable difficulty getting around the course to select the challenge sites. It rained on Sunday morning so we set off over the Makara Hill with some apprehension. However the ground had dried out in the preceding week and the rain stopped. The paddock slopes were dry and firm. The organising committee put water on 2 of the challenges and the day became one of accurate driving skills on most of the challenges rather



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than the anticipated no traction, sliding experience.

Thirty trucks arrived and 24 took part in the champs. Age range was from 3 months (not allowed to drive), to grandparents and the youngest competitor looked to be in his very early teens. A map and specified starting positions were a welcome improvements over round 1. We were under way soon after nine o'clock with the sun shining and the temperature coolish. Cross slopes and steep descents with tight turn outs were the order of the day. Riding the poles was easy for the wide tyre trucks, 3 twitches of the wheel and they were through !! The humps caught some of us out. Thanks to our team mates who rocked us off. Challenge 14 was a straight climb up a muddy hill with some small humps in it. It was our last challenge and well cut up. The exit gate was narrow and the slight side slope saw the battered left hand peg knocked out in style by some competitors.

Not a great challenge for the experienced drivers with grunty trucks. I asked one who shall not be named, had they scored maximum points. "No, let my concentration slip and wiped out one challenge" For the skilled, 100 % was the challenge. For we lesser mortals (of skill and/or truck capacity) it was a good challenging day with a group of interesting and friendly people.

A good point about the layout of this site was that many of the trucks went back out after lunch and had a another

Upcoming Events

August 25: Tag along with Project Prado and Sam Parker. Extreme 4WD Adventure Park, Auckland. \$85 incl lunch. Discounts for subscribers. No's limited so book now. Ph. 09 478 4771 or email sam@adrenalin.co.nz

September 23: Sth Makirikiri School 4WD Trek 2001. Scenic adventure around the Rangatikei. \$50 incl afternoon tea. Ph. 06 327 6617, email mike.cash@xtra.co.nz or Ph/ Fx Kathy after hours 06 327 6321.

October 7: Cross-Country Enduro. Extreme 4WD Adventure Park, 606 Peak Rd, Helensville. Classes for all comers and street-legal 4WD's; \$50 per vehicle. For entry forms and details phone now on 09 420 3050.

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

November 2-4: NZ Fully Equipped Warn Winch Challenge, Lahar Farm, Horopito. Contact Sam Parker on 09 478 4771, email sam@adrenalin.co.nz. Full details in the June New Zealand 4WD magazine.

December 1-2: Girls' Weekend. 4WD training and touring out of Kaikoura. Contact Fred Cassin, Ph/Fx 03 547 7706 or c2c4x4@ihug.co.nz

February 16-17, 2002: Hunterville Lions Club 4WD Experience. Touring suitable for all 4WDs with low-range. Contact Bernard Lilburn, barnyard@manawatu.co.nz

Mar 21-24, 2002: Largest gathering of Land Rovers the greatest distance from their birthplace in the world, Glenorchy. Contact Dick Watson 03 441 1321 or e-mail mountainlandrovers@xtra.co.nz

April 7, 2002: NZ4WD Show, Auckland Polo Club, Clevedon. Contact Sam Parker on 09 478 4771, email sam@adrenalin.co.nz

April 26-28, 2002: Rotorua Lakes Safari. Geyserland 4WD Club schools fundraiser. Info carterne@zfree.co.nz or c/- PO Box 2085, Rotorua.

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

er go at the challenges. Most popular was challenge 14, the well chopped up muddy hill.

Many thanks to the Ian Hendra, Neil Blackie and the team, John Vruink and (speedster) John the barbecue chefs and to those who were marshals for the day.

Wally and Margot Simmers, Grand

Management Lesson 1.

A crow was sitting in a tree, doing nothing all day. A small rabbit saw the crow and asked him, "Can I also sit like you and do nothing all day long?"

The crow answered, "Sure, why not." So, the rabbit sat on the ground below the crow and rested.

All of a sudden, a fox appeared, jumped on the rabbit and ate it.

Management Lesson:
To be sitting and doing nothing, you must be sitting very, very high up.

Our thoughts are with the Bullock family as Glenn's mother passed away.

Also, our thoughts are with the Johnson family as Jim has lost his father.

D. E. McMillan

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*And starting from this month, we are starting a new award (the **BSA Award**) that will be awarded, at appropriate times, to the best **Bull Shit Artist**.*

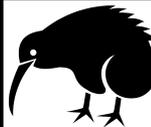


The winner of the BSA award is also Roger Seymour for numerous excuses for not having a truck to drive, allegedly due to it being "tuned up". Question: How do you do a tune up with an empty engine bay?



The winner of the Gumboot award is Kerry Duncan for selecting reverse instead of first gear when preparing to tow Jay - end result was some broken spot lights.

The winner of the Orange Roughy award is Roger Seymour for some kind of engine breakage.



The winners of the Golden Kiwis for this month are Neil, Roger and Darren.

Cross Country Chronicle

Rallywoods in the Rain!

One of the good things about the present weather cycle is bad weather on the weekends. This means no pressure to deal with lawns or laundry. Hence we were able to go on Andy Mitchell's trip up to Rallywoods. Weather dictated that only the most necessary of track clearing was done, for the most part though the tracks were quite clear and in good order. I've been there a few times now and every time I do I get taken to new places. It's truly a lovely spot, it's easy to see why the club has spent so much time there in the past.

With rain earlier in the week it was quite slippery underfoot. The consequence being some obstacles that we just couldn't master. One particular wee right hand loop up a 15 degree slope proved hugely entertaining with most of us having to make multiple attempts to complete it. A long deep puddle that should have remained that way however became a Cruiser trap, cunningly lured in like a moth to the light. One splash - stuck. Back wheels not even in yet. A further 2 Cruisers required to

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For further details, contact Marcus on (04) 565 1707 (Hm) or 021 439 183.

retrieve. This seemed an appropriate time for lunch as some of the party had to leave.

As the day progressed the weather continued to get wetter but still quite warm (relative). All except the end of the airstrip which was blowing a gale where Ross was changing a tyre. With home time approaching we quietly made our way back down "The Avenue" for a final blast up the wet clay. Once again hugely entertaining, Andrew Gee showing the benefits of fuel injection, Lynley Manning showing the benefits of a heavy right foot and Dave Hilliard the benefits of 400HP. While driving down to the river to shake off the worst of the mud it occurred to me that anyone who misses the upcoming Manufacturers Challenge will miss a wonderful day in the bush. Many thanks to Andy for leading the way and to all those who gave me the benefit of their expertise.

Rodger Wilson - K163

NEW MEMBERS



The following people, subject to trip sheet and safety checks will be welcomed to the Cross Country Vehicle Club (Wellington) Inc this month as new members:

Jeff Cummings - Toyota Surf



Cross Country Chronicle

Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members. A more detailed list will follow, but the companies include:

Firestone	New tyres
Cookes	Strops, ropes and recovery equipment
NZ Car Parts	Second hand car parts
Wellington 4WD Centre	4WD parts and service
BNT	Filters, vehicle parts and accessories
TWL	Vehicle parts and accessories
Pipeline Supplies	Pipe & fittings (for rollcage, etc)
Twiggs	Products

Please show your membership card to obtain all discounts.

Club Member Trades, Services and Supplies

Clare Decorators Ltd - House painting (interior / exterior), wallpapering, water blasting. Will do commercial also. Ph Larry on 567 0902 / 025 538 525

If you'd like to include your business on our list please contact the editor on 564 3045 or email

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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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Pureora Forest Trip 1st—4th June 2001

We, that is myself and the two oldest of our three boys had been looking forward to this trip for weeks. Checklists had been prepared and items ticked off days before to make sure all essential gear was packed in boxes. On the day we managed to get away from Lower Hutt about 4:20pm after some hasty packing. Traffic until after Levin was heavy and not flowing freely. But we went with the flow and made good time after Foxton. We chose to drive via Taupo and then across the road to Kingleith which became Whangamata road that joined State Highway 32 a few kilometres south of Kakaho road because I was more familiar with

that road. I had not been on State Highway 32 and was not sure of road conditions on that side of the lake, especially at night.

The trip up went without any hitches. Once on Kakaho Rd. we found that John's Vruink's directions were good and we found the YMCA Camp first time. Temperatures were below freezing since ice had formed on the access ways to the huts. John showed us around but slipped on the ice by one of the huts. No injury, thank god.

Day One

The next morning saw us attending the drivers briefing at 9:00 am before heading off into the forest. It was a beautiful sight seeing snow and ice on

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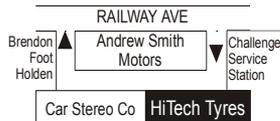
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the road in the forest on a clear day. We drove into a track which became narrower and narrower until there was a call for axes and tree clearing gear. The undergrowth just got thicker and thicker and we turned around. On the next track deep ruts and bog holes caused most of the shinys to struggle and needing assistance through stropping and / or winching. Not much distance was covered but there was plenty of action trying to get vehicles through the obstacles. It was good to be in good company, and great teamwork carried the day. Day one was a fun day.

Day Two

The night had been clear and cold and vehicles were covered thick in ice. The frosty morning was a lovely sight. We set off about 9:00am and found more tracks to explore. Alas tracks seemed to be in a worse state than the year before according to some comments. It was not long before to the first bog hole which could not be negotiated without draining some of the water first. Still after some back filling, the ruts were too deep for John's Landcruiser and the only option was to winch himself out with no tree near enough. Kerry had a neat home made ground anchor which proved very effective although the ground was moving as the load of the Landcruiser came on. All other vehicles were stropped through this obstacle. The other rough truck group were waiting to pass us by then. Apparently these guys just drove through the bog and up the steep hill where many shiny skidded down on their skidplates.

We continued on with until a the muddy track was at such an angle that I slid sideways into a tree in the middle of a bog hole. Stropping in either direction was initially not an option as it would have torn off the mirror arms. So out came the chainsaw and hey presto the problematic trees were removed. At least the mirror arms would not be lost now but I still got a dent in the mudguard as Ewan stropped me out. We carried on through more forest tracks to our lunch stop. Lovely spot in the middle of the forest. More tracks were found which had deep mud holes. In one of them where all were stropped through. The last two vehicles were joined to three which were already on the other side of the hole and the whole convoy just kept on moving. Well I stopped just before hitting truck in front of me. That exercise took about 1 ½ hours.

We continued in tracks where ruts were deep enough to see drag marks from skid plates and differentials. Another deep boghole contained a tree stump which caused a vehicle to almost roll. We tried to drain some of the water and filled the bog with tree branches but it really would have required major earthworks to make the hole passable without assistance. This was the place where Wayne Janson tried to get through the hole twice in the

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the process I bent some steering parts and according to my crew, made the hole bigger for everyone who followed. It took quite a long time for the convoy to get through this obstacle.

On the last track that day not far from the main track (Link Road I think) the ground caved in after the third vehicle. There was just enough time for a warning over the radio to the following vehicle before the hole enlarged. The cave-in was caused by an underground stream which had eroded the ground between tree roots. After some group consultation it was decided to build a bridge rather than return the way we had come. That would have meant going through the afore mentioned bog hole and boggy tracks again. So out came the shovels and axes and chainsaw. We used fallen logs to build the bridge in about an hour. The construction was strong enough to hold my Nissan and all the other vehicles in the convoy. Again good team work made this a fun exercise. The tough guys also used it to follow our path

same line and getting caught on the bumper each time. The last attempt nearly caused the driver and passenger to fly through the wind-screen so sudden was the stop. Good that you were wearing seatbelts, guys. The bumper bar and support bracket got bent but no other structural damage to the vehicle. A couple of vehicles from the tough truck group stopped Wayne backwards and caused his Landcruiser to look like it was covered by sheep droppings. It looked very funny for the observers. Eventually all shiny vehicles made it through this boghole either being stopped and / or winched. I winched myself out and got hung up on a tree stump. In

Cross Country Chronicle

but in reverse. 200 metres further from that spot Kerry had become cross axled and hung up on a tree trunk. It took some time to free the vehicle because a branch was sticking up and catching on the transmission. High lift jack, chainsaw and winches were used in the recovery. The second day could be coined 'Shiny Hard Yakka' on the basis of time spent digging, stroping, winching. Very little distance was covered. It was a most enjoyable day though in good company.

The evening was spent hearing some good yarns about the day's events. Apparently there was also a snowfall inside a vehicle in the tough guys camp that night. But that is another story.

Day Three

We set off about 9:00am to explore some tracks which were not as hard as on the previous days according to the brief. The very first track proved to be narrow and contained a deep mudhole which required most vehicles to be stropped through. A steep slippery gradient followed straight after which I managed to skid down on skidplates without any control of the vehicle. I think the ruts were just too deep for the Nissan to retain traction as I had been in first low. Just as well that the banks and ruts were deep enough to stop the bouncing vehicle from leaving the track. A bent sideboard and panel damage was the result of that episode. We followed the track over tree stumps until we came back onto the main road. The convoy explored another track that was suitable for the short wheel based vehicles only. Three vehicles waited on their return. We walked the track taken by the SWB vehicles and found tree strikes and sizeable tree branches with skid marks on them. A telling tale that it was not an easy track to drive and certainly too tight for my Nissan. There were no major mishaps as far as I know and we returned to camp to prepare for the return journey.

After cleaning out the huts and packing, I cleaned the mud from the radiator for the return journey home.

It was a beautiful day with blue sky and sunshine. We followed John Vruink and several other vehicles from the shiny group stayed together until Turangi where we refuelled.

We returned home later that night, tired but happy while taking in some great scenic views on the desert road and further south. The weather had been absolutely fantastic during the three days which contributed to the enjoyment.

Many thanks for a very enjoyable weekend trip to the Pureora forest, John. Count me in next time but may be in a different vehicle.

Lutz Wolters K183



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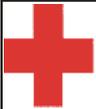


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First Aid Kits



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-ip 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.



WAYNE JANSEN - SAFETY OFFICER
Phone 025 467 935



Manufacturers Challenge 28th July - Trip Report by Antony Royal

We were not, what you would normally call, organised. Wednesday before Manufacturers Challenge and we were still only thinking about going. There were only three vehicles in our team, all of them Nissans and we needed a fourth. No Landrover, Suzuki and especially Toyota would do us. After all we had called ourselves the "No Toys Here" team and we couldn't take the chance that a lonely Toyota might be assigned to us on the day. So it was after several eMails and phone calls we had our 4th team member. I on the other hand, had broken an engine mount, ordered a replacement for Thursday only to discover that it wouldn't fit, and no-one on Friday had the right mount in Wellington. Friday afternoon was spent in reinstalling the old one with a strap to hold it all in place, all done by 6pm, even a chance to get in a couple of beers down at the Whitby Tavern where some of us meet on a Friday to discuss 4wding and other important topics.

Saturday morning and we turn up at Bulls Run Rd, Eric Dodds, Roger Seymour, Colin Brewer and myself with another 12 other hopefuls. In the end there were four teams, ourselves (1 Patrol LWB & 3 Safari SWB) , the Cruiser team (with an honorary red Suzuki), the Missan (2 Pajeros & 2 Terranos) team and the Others team (Pajero LWB, 70 series Cruiser, Suzuki 410 and a Trooper). We all head off to Rallywoods for the day.

The Master of Ceremonies, Andy Mitchell, gave us the briefing along with well organised score sheets, trip notes, maps, route guide, pace notes, food stamps, complimentary drinks vouchers and other necessities. Well at least he gave us some of these things along with our very own marshal, in our case John Hughes.

So for the morning we had 4 timed obstacles and we headed off to our first one. Obstacle number 2. 15 mins only, we were allowed to plan, scheme and bribe (although the bribes didn't work, probably something to do with the fact that we didn't have anything of interest to offer John) before setting off on our way. This one we had to do as a team, but two of us had to do it in 2 wheel drive. With all of our planning and scheming, I'm convinced, we ended up with more vehicles in 2wd than we needed, because everyone seem to be claiming to have done the whole lot easily in 2wd !

The other obstacles were dispatched with incredible precision, planning and teamwork (or at least they were supposed to be), My highlight for the morning was driving Obstacle 1 through a tricky bog while my other teammates all had to be stopped. Naturally I put this down to my superior technical brilliance, tremendous skill and incredible good looks. They on the other hand, talk about long wheelbase, geometry, lockers and luck.

Lunch was (unaccountably) around midday (although for some I believe somewhat later) where Andy put on a great BBQ for us which included smoked sausages, smoked steak, smoked onions and other smoked delicacies all served by a smoked Andy.

After lunch was another 4 obstacles which seemed easy, but where it can easily turn to custard if it isn't planned right and end up with vehicles in the wrong place with nowhere to go. Steep uphill, small deceptive bogs, slippery tracks and rock crawling were all part of the feast. Unfortunately we didn't really get to see much of the other teams, but if they had half of the fun we had, they would have gone home happy.

Key to the day was teamwork and planning. Having to do it right the first time and

doing what is right for the team really makes you learn quickly. We, as a team, had some quick recoveries which were great, but despite that, knew we could have done it better. This is a great way to learn what works and what doesn't.

Many thanks to Andy, Pedro, John, Sandy and Jason for organising the day.

PS - I hope we gave the Cruiser boys a run for their money and they didn't have it all their way !

Manufacturers Challenge Round 1 Results

The Four Teams on the day were:

Team 1: Red Cruiser team plus 1 Red Suzuki
Dave Hilleard *Howard McCabe*
Mark Stockler *Roger Wilson*

Team 2: Nissan (No 'Toys' Here) team
Roger Seymour *Eric Dodds*
Antony Royal *Colin Brewer*

Team 3: Mitsin team
Marcel Van Dorrestein *Alistair Lambie*
Paul Adams *Howard Yates*

Team 4: No name (yet)
Gary Rowden *Neil Blackie*
Duncan Grocott *Andy Rowden*

Results were as follows:

Hazard Number	Team 1	Team 2	Team 3	Team 4
1	3.25	3.50	20.35	16.28
2	4.47	3.45	30.00 DNF	13.42
3	13.35	16.55	19.57	22.31
4	2.25	2.42	12.57	9.02
5	10.40	6.39	14.13	13.57
6	6.01	6.25	7.00	3.31
7	6.36	5.52	30.00 DNF	12.19
8	2.29	2.50	----	----
Total Time	50.36	49.36	2.15.10	1.31.50
Average Time per vehicle	12.59	12.34	34.17	23.27

From the above scores you can see the Nissan team took out round one by a mere 25 second average per vehicle. This result may be partly due to the fact that 1 member of the Red Cruiser team was missing, namely yours truly, not taking anything away from Roger and Lynley who put up an excellent effort filling in my shoes. Round 2 is in the planning stage now. Thanks to all the marshals who put in an excellent effort. I hope everybody enjoyed themselves and learnt a few things from the day out.

Andy Mitchell

Terawhiti Family Trip – Tony Brown Sunday 22nd July 2001

“Raindrops keep falling on my head””Blowing in the wind” and another hundred similar songs spring to mind.

Sunday morning on the worst Wellington weekend for a very long time, I wake to hear on the radio of cars being blown off the road, slips, cancelled ferry sailing's and Police warnings to stay off the roads unless you really need to go out. Sounds like a great day for a Shiny 4 X 4 trip to Terawhiti Station me thinks, though, perhaps wisely, the rest of the family opt for a day at home in front of TV with the fire going.

“Might be a bit windy but the rain should stop” Tony had told me on the previous day. Mind you, he had been saying that all week while trying to install and tune in the aerial on my club radio. I'm just glad that he isn't a forecaster for the Met Service!

Arrived at Makara Village at approximately 9.45am to find Tony and 2 other trucks already there. Over the next 20 to 30 minutes, trucks continue to arrive until there were 23 of the original 43 who had indicated they would participate. Not bad considering the weather.

With everyone huddling in the lee of a building out of the wind and rain, the trip briefing was held. “We won't do anything adventurous, given the weather, just the loop track” was the message and with that we were off at around 10.30am.

A small hold up on the first hill as a number of horses decided to join the convoy but their horsepower was not up to that of the trucks and they were asked to leave as they were slowing things up. Then it's on again across the hills until a large bay opens up before us. I don't know the bays name, but someone said it was known as “plastic” bay because of all the plastic that is often washed up with the tide. There was a large (fishing?) boat sheltering in the bay.

First water crossing of the day and my Lada (B0RR1S) is through OK but shortly after it volunteers me to write this report as it decides to stop in the middle of a water crossing. Started up straight away but “too late” the damage has been done, its been spotted and my name is on the report.

Round the next bay, up the hill and down again and onward to the Stamper

Battery where a number of hardy soles took time out in the wind and rain to have a look at the machinery.

From there it is on to the Chimneys plateau where most people took the opportunity (the rain had stopped for a few moments) to venture down to the beach to have a look at the cave hut in the side of the cliff. You would have had to be mad to live in those conditions and I would hate to think what happens when a storm beats straight in on the bay.

Back down into the valley opposite the Cook straight cable landing point, and a stop for lunch at what I am told is the Opossum trappers hut. I didn't see any dead Opossums, but there was a good kill of mice in the trap in the corner (4 in a 6 trap, trap).

A bit dark, dingy and crowded and they tell me that the outside toilet was a bit of an experience, but a welcome shelter from the rain and an opportunity to mingle with the others on the trip.

Lunch over and back on the track, this time up the valley and then the fun starts.

"Anyone who wants to can play in the creek" is the message over the radio. In the end this isn't an option. I have the Terawhiti Tagalongs brochure showing a Rav 4 splashing up the creek, just getting it's wheels wet but it wasn't to be like that at all. There was a fair torrent of water coming down the creek and it soon became obvious that "B0RR1S" just wasn't going to make it as it kept stopping every time it hit deep water. Got a bit wet inside as well, as the door seals aren't up to much, but that's half the fun, isn't it?

For some reason it keeps stopping as soon as it hits deepish water then starts straight away only to die again as soon as it gets moving. As soon as it is out of the water its fine and continues on as though nothing happened. My comfort was that the other Lada on the trip was having exactly the same problem. A number of club members have told me they have owned Ladas in the past and they must have had similar problems so any helpful suggestions (other than "It's a Lada" and "get a real truck") would be appreciated by us Lada owners in the club.

Best to tow it (them) up the river was the decision so, for the next kilometre or so, both Ladas were towed up the river behind more capable trucks.

Yes it was getting deep, coming over the top of the bonnet on entering the water on a number of occasions. Change of towing vehicle when the Terra-

no got water in the engine but eventually we were through and on to the hard (I wont say dry) track again and could proceed under our own power. As I said earlier, fine once out of the water.

A stop at the woolshed for a coffee and a chat with the others on the trip brave enough to get out of their trucks and make a dash inside, then back to the trucks and across the hills to exit the property at approximately 4.00pm as planned.

I was wet, the truck was wet inside and out and I was starting to get a bit cold as the heater is disconnected but I had a great day and so, I think, did everyone on the trip despite the weather.

Thanks to the guys who towed us through the river and thanks to Tony for running such a great trip.

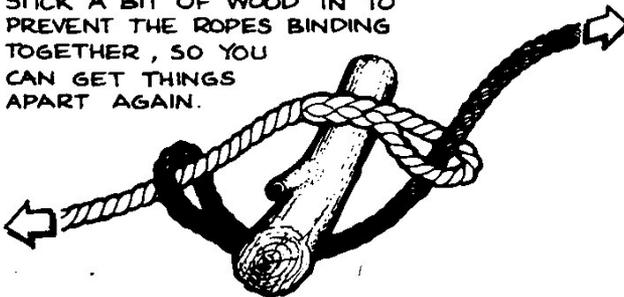
Terawhiti Station is a great place and must be absolutely fantastic on a fine sunny day. Lets hope that another trip can be arranged for summer when there isn't so much water to enable other club members to experience this part of our coastline and local history.

The bays visited would make a perfect spot for a "Family" picnic type of trip still giving the more adventurous the chance to "play".

Great day, great trip, shame about the weather.

John Parfitt (K193)

STICK A BIT OF WOOD IN TO
PREVENT THE ROPES BINDING
TOGETHER , SO YOU
CAN GET THINGS
APART AGAIN.



Odlins Work Parties

Meeting time for the Odlins Road trip was a leisurely 10.00am at Caltex Rimutaka. A calm but cool morning saw four vehicles arrive before trip leader Jim J, by which time Marcus had completed the forms and collected the money. Ralph in the Marvie with better half and daughter, and Geoff in the Surf, Pajero, Marcus and the boys in the Vitara and Jim and daughter in the red Suzuki made up our convoy of five. Was it the stories we'd all heard about Odlins road which put people off? Perhaps it was the thought of a cold night in an old hut in the forest. Gavin is coming but he's phoned up to say he's still asleep so is going to meet us at the hut.

At the car park at the Akatarawa Road summit we found two Levin Club members also heading in for the night. A short stop to let a bit of air out of the tyres to soak up some bumps and we headed in. Jim stopped us a couple of times to admire the view – Reikorangi Lookout and Kapiti Lookout come to mind and are worth a look. He seems to get some pleasure from pointing out where people have run off the road but did also keep us informed of holes and hazards coming up. As we drove on past the Renata Saddle (the parking area where the signs warn you that the road from here on is not suitable for vehicle traffic!), the LWB's managed the tank traps without a problem and the track gets a bit more challenging although it's all downhill.

The hump which stopped me last time I was there had its top trimmed during the legendary digger trip and was easily negotiated – I found out it's called Neil's Narly Knob – but nothing to do with me! Down the track further is Nigel's Narly Knob. The also legendary Phil Colins Corner has been tamed by the digger as well and although not really a good place to park as it's a slip, is clearly nothing like it used to be.

A couple of hours after leaving the Akatarawa Summit we arrived at the Waiotauru Hut about lunch time to find Eric and Mark had driven in on Friday and experienced a freezing morning. The temperature did struggle up to 5 degrees but gave up at that, although the log burner in the hut kept the interior above 20 degrees so it wasn't totally uncivilised.

A pre-fabricated toilet had been delivered previously and we now found out that one of our objectives for the day was to paint it. Luckily Jim had some paint and a brush in his truck so after he gave us a bit of instruction, Marcus and I finished off the interior in a lovely DOC green. The toilet was still disassembled so we were able to paint it inside the hut – even there the acrylic paint took a couple of hours to dry.

Eric and Mark had found an overgrown track back up the track from the hut (by the old winch), and had headed off there with the Levin men to clear it down to the river. After messing around long enough to run out of time to go anywhere else (Marcus and Ralph needed to leave early enough to drive out before dark), we went up to see how Eric and Mark were getting on. Well – their idea of a track is somewhat different to mine, but that it was, or had the potential to be a vehicle track couldn't be disputed as Eric was already half-way down it in the Jeep when we got there. How did he get his diff up on top of that rock though? The gouge it left was impressive. Another hours work and we'd cleared it to the river where there was a four foot drop into the riverbed - perfect. Barbara, rest easy, the Pajero will never travel that track. It was raining steadily by now and getting darker as we made it back to the hut, Eric drove back out without too much trouble only needing to use the winch once or twice.

Back in the comfort of the hut we stoked up the fire and started on dinner. Nothing flash here but satisfying. Jim had rigged up a couple of 12 volt fluoro lights so we were pretty comfy. There were 18 people in total, three hunters arrived as well. No problems accommodating that many on the bed platforms, and no snorers amongst us as it turned out! A point to remember - if you are ever travelling in to the hut to stay overnight, you need to take your own mattress. Gumboots are a good idea there as well, it's pretty slushy around the hut, not deep stuff but messy.

The rain kept up most of the night, helped to keep the temperature up a bit so the freezing morning from the previous day wasn't repeated. The hunters left fairly early, but daybreak is pretty late in winter so they weren't too serious. The plan for us was to meet Marcus and a new group coming in to do some track clearing on a side track about 10.30am. By the time we'd eaten, painted the outside of the toilet and packed up it was already almost that time so it was close to 12.00 when we found them. And they'd been hard at work – about ten vehicles, a good turnout, already cleared close to a 100m of new track. Digging trenches to keep vehicles away from the drop on a couple of narrow bits – one where the Landcruiser had slipped off and landed upside down (which Ross v W had described to us a couple of months ago). The old stump which had been moved was massive, an achievement in itself.

This is a great track, a bit slippery as it'd been raining all night, steep in parts, very scenic. We'd parked in the lower parking area as there was no parking further down and walked close to a kilometre to join the workers. It was clear that at least the first few vehicles in would be challenged coming back out. And so it proved.

After opening up another 150m of track it was decided about 3.00pm that we should leave as it could take some time to get everyone out. I'm not sure how the first four or five vehicles got on, suspect there may have been the odd tow strop used, but it was the first five vehicle in which took the time. Only Geoff Turnbull and Marcus managed to drive out unassisted. It was a long pull and required 30m of strop. That plasma rope winch extension was handy Matt. Geoff Lowe was not happy being stropped up backwards as he slid into some small trees but he eventually made it. The Landrover (was that Murray?) struggled in several spots – cursing the skinny tyres - got those new ones yet? I think everyone had mud tyres on and you need them on that track if it's damp.

Wayne and the two Barbara's couldn't quite make it in the Terrano – those new mud tyres not quite enough! Geoff Turnbull, who has some fat tyres on his Landcruiser, fairly roared up on his second attempt, got a little off to one side halfway up and took a five metre, 100mm diameter tree right out of the ground with his front mudguard. Knocked it flat and ran over it with two wheels and suffered only a minor dent. Matt Paulin was most disappointed that he couldn't quite get up there under his own steam after Geoff made it, tried three times before being convinced. Marcus drove on up – is it getting boring yet Marcus? That Vitara does go well.

A few more stropping efforts on the way up to where the Pajero was parked and we got there at 4.00pm, only took an hour. Arrived at the parking area to find Gavin and Mark set up with a coffee perk – just never know what's lurking in the back of those Landrovers! It was straight out of the 70's, probably standard equipment.

A straightforward drive from the parking area back up to the main track but still interesting with a couple of steepish bits and a little bump over a tree root step. Got back out to the Akatarawa Saddle about 4.30pm with everyone heading off from there. Had a look at the wee hillclimb there but it's a bit slick when it's wet. Just time for a coffee and a bit of air back in the tyres and by the time we got home it was too dark to clean the wagon. Perfect.

Lucky with the weather on Sunday after all that rain during the night. Good effort by all those who turned up. It's already a good track, if it can be cleared all the way down to the stream it'll be a great one. Thanks to Jim for taking us in to the Waitotauru Hut on Saturday – the guys have obviously done a great job over a very long period in opening up that track and it's now quite driveable for a LWB shiny, not for the squeamish as there are still some big drop-offs you get very close to and two or three of the corners are very tight with the inside rear wheel getting close to the edge. But now noth-

ing to stop you going in there in a group. And the hut is water tight with a concrete floor.

And Marcus – sorry we were a bit late on Sunday – the team had done most of the work before we arrived (good strategy Jim?), but we helped tidy up. Excellent work on that side track by Marcus, Geoff, Geoff, Murray, Wayne, Barbara, Barbara, Gerald and partner (sorry can't remember all the names), Matt, John and at least another two driving the blue Suzuki and the newish Landrover. And all the kids as well of course. Wouldn't pay to drive right down that side track on a wet day without a winch in the group but I'm looking forward to going down there again.

Neil (and Barbara) Blackie
K177



Manufacturers Challenge Round 1 - Rallywoods 27/7/01

Our availability for the event was dependant on it being a bad sailing day. So with the long range forecast for lots of wind, on went the mud tyres Friday night, a phone call to Andy Mitchell to confirm our entry and off to bed early.

Conditions on arrival at the Green Hut were cool and overcast but dry. No sign of the sunny 15 degrees promised, still, there were guys in shorts. Andy decided his role for the day would be non-driving Event-Coordinator and Chef-de-Bobbit leaving a spot for us in Team Cruiser. Well, the Suzuki is red! Right about now my mate JT pipes up "Oh, just like little Flick!" Yes we did have a bell and yes we could squirt water, but could we put out fires?

From the outset the team tactics were around who was going through the Hazard first and who would tow the Suzuki. Harsh but accurate. An amazing thing for me as a first timer was how my demeanour changed once the clock started running. Things that normally I would shrug my shoulders and have another go at now became major irritations with lots of bad language. So one attempt – failed - towed became the procedure to keep the time down. As the day progressed a few things became quite evident. A proposal is being prepared for the Finance Controller to rectify some of these shortcomings. Nothing \$10K won't fix I'm sure. I did learn however that the silly little scissor jack can go back in Mum's Corolla. Useless under pressure alt-

hough as a team we managed to shave 4 minutes off the Team Nissan time for changing 4 tyres.

Our next task was to simulate a dead vehicle down and up Whoppee from the Air-strip. Being the lightest the Suzuki was to become the prone vehicle, even so a few eyes were opened about just how hard it is to tow a dead weight, Mark required both diff-lockers and a heavy right foot. Good time here just ahead of the Nissans. Changing tyres certainly builds a keen appetite. Chef-de-Bobbit Andy had this well in hand with the barby cranked up at the Bazebo. A feed of steak sandwiches and sausages and it's off to the afternoon hazards.

Right about now is where is got ugly for Team Cruiser. To find I had to drive the Suzuki up Surprises was indeed a surprise. This is a hazard I have walked in the past and decided '...when I'm older'. OK here goes, 3 Cruisers up like a rat up a drain-pipe. Oh Darn - one Suzuki 2/3rds the way up, sideways on the track on the point of falling over. Four on the high side, instructions from everywhere, lots of pushing, problem solved. A tow up the rest of the way but still 10 minutes elapsed.

No event is complete without a bog so Andy included a beaut in Turbo Bog. With tactics clear and the clock running we're into the bog with as much grace as the All Black front row going over the top of a maul. This then set up a truly awesome display of V8 snatch recovery. This was followed by the Whacko ascent of the steep side by Mark and Dave at full noise - Dave's av-gas smelling sweetly.

Final hazard of the day (Diff Dinger). After walking the hazard and finding Nasty Nissan bits left behind we gracefully declined the invitation. The rest of the team however made it look really easy. Howard reckoned he was at a bit of a disadvantage compared to the others as he was only on 33s. I just smiled - being on 30s.

The Cruiser boys are highly competitive, very competent with machinery to match, along with great team spirit. Thanks Andy for giving up your spot and for a great day. Thanks also to the rest of Team Cruiser for the opportunity, even though at times we were slowing you down to the point where the Nasty Nissans may have had better times. The support and shared knowledge was something we both really appreciate. We learnt heaps!!!

Rodger Wilson & Lynley Manning - Red Cruisuki
K163



FOR SALE

1986 SWB Toyota Landcruiser
3.4l Diesel, New tyres, Current WOF, Winch
Mint Condition, \$7500 - Phone 970 1786

Committee Meeting Highlights

Finances. *All going according to plan, and subscriptions starting to come in.*

Land Access.

1. *WCC - CCVC submission received by Council and included in overall summary of submissions. Grant to make an oral submission in support of our submission.*
2. *Foxton - Grass (Spinifex Hirsutus) planting and carnival day planned for Aug 4th. Everyone encouraged to come along.*
3. *Puketiro Forest - Recent work party made great progress on track maintenance and recognisance. Some tracks currently closed due to extreme slipperiness.*
4. *Aorangi Crossing - Final details of the agreement between ARAC and DOC over management of this area being worked upon.*
5. *Terawhiti Station - Some "agro" from station manager at recent trip - being investigated by Grant and Marcus.*

Motorsport. *Changes to Motorsport schedule of conditions suggested and lan to take back to Motorsport.*

Safety. *Work progressing on club safety documents, tow hook report and fire extinguisher standard. First aid course scheduled as well as a visit from Wormalds (fire extinguishers) at the next club meeting.*

Club Assets. *Asset list being compiled and updated. Superwinch maintenance and registration also being looked into.*

Marquee. *Both marquee's being stored by Ross van Waas. Ross also*



A bit of Magic at the Manufacturers Challenge

It just so happened that Team Suzuki bolstered its chances in the Manufacturers Challenge with the addition of three Red Cruisers. It soon became apparent that the Cruisers meant business and that they were there to show Team Nissan how it was to be done. The Suzuki soon became useful on hazard one as it was suggested that the only way to drive the watery bog hole was to toss the little red machine into the hole whereby the Cruisers drive over it without getting wet!

As the rivalry intensified the inhabitants of the red Suzuki may well have had thoughts of being the weakest link. That is until they found themselves completing a very speedy set of wheel changes and helping their team to a three-minute lead over the Nissans. As the afternoon's obstacles became progressively tougher the fear of being caught by Team Nissan grew. Hazard

Seven loomed before the bonnet of the little red Suzuki who lined up in second slot behind the windscreen-vibrating throb of a Red Cruiser. As it happened the Cruiser entered the bog and attempted to expel the contents of the murky depth, and as luck would have it, strewn from the mire came a small bottle only to be caught by non other than Lynley the co-driver of the little red Suzuki.

She rubbed the lamp vigorously hoping that a genie would appear. To the amazement of Lynley, a genie came forth. This particular genie, however, stated that she could only deliver one wish, not the standard three. Eager to use her one wish wisely she blurted out "World peace and harmony".

The genie clapped her hands with a deafening crash, and in amazement discovered this was a very tall insurmountable order and pleaded with Lynley to consider a second choice. Eventually Lynley agreed and suggested, "Make our Little Suzuki the most capable four by four that would better even the capabilities of Red Cruisers and then they would no doubt win the Manufacturers Challenge". The genie this time rubbed her hands together and replied "Give us another crack at that world peace thing"

K162

 NATIONAL COMPETITIONS COMMITTEE 2001 / 2002 CALENDAR		
Round	Host Club	Date
1	Wanganui	21st October 2001 (Labour Weekend)
Ladies World 4x4 Trial Championship	South Waikato	25th November 2001
2	South Waikato	27th January 2002
3	Hawkes Bay	24th February 2002
4	National Competitions Committee (To be held in Ohakune) Combined Northern/Central Zone Trial	16th March 2002
5 (NZ Final)	Taupo	31st March 2002 (Easter)



Organisers—NZ Winch Challenge
PO Box 65 092, Mairangi Bay, Ph 025 956 999, email acl@xtra.co.nz

6 June 2001

Mr Andy Cockroft
President
Wellington Cross Country Vehicle Club
PO Box 38 762
Te Puni
WELLINGTON

Dear Mr Cockroft,

Announcement 2001 NZ Fully Equipped Warn Challenge

Following on from the success of the inaugural NZ Fully Equipped Warn Challenge held in October last year we are pleased to advise you of the details of this years event and would ask that you advise your members of the event in your magazine and at club meetings. Applications for entries close 13th July and there is a limit of thirty competitors, late entries will be taken if any places are available. As well as competitors we would be happy to hear from any experienced members who would like to volunteer for marshalling, accommodation and food are supplied for marshalls plus there will be pre event training, this provides an excellent opportunity for those who wish to compete at future events to get a good feel for the style of competition.

The event will be held from Friday November 2nd to Sunday November 4th at Lahat Farm, Horopito (between Ohakune and National Park). Scrutineering will be on the Friday morning at the event venue.

The event will include a simple prologue stage on Friday to seed competitors, a night stage on Friday with stages on Saturday and Sunday. Each entry will comprise a driver and co-driver. Both members must be members of an NZFWDA club or United 4WD Supporters Club.

If competitors wish to enter they should contact us at the above address or they can download entry forms from the *New Zealand 4WD* magazine website www.nz4wd.co.nz If you have any queries they can be directed to myself.

Yours Sincerely

Ashley Lucas
EVENT DIRECTOR

Event Supporters



Cross Country Chronicle

Club Clothing

Following last month's general approval of the clothing shown at the meeting, we confirm it is now available by completing the order form in this mag.



Like every new idea it will take time to bed in and we ask for bit of patience as we kick this off, a couple of weeks for delivery for example and if the gear you want isn't on the list send me an e-mail or phone 025 941 343 and we'll explore the possibilities, remember, Time and Money can fix anything!!

Paul Adams

pdgw.adams@xtra.co.nz



VEHICLE CLUB
Wellington (inc)

CROSS COUNTRY VEHICLE CLUB 30TH Anniversary 1971 — 2001



List of anniversary events planned for November

- | | |
|---------------|---|
| Sat 3rd Nov: | Rerun of inaugural club trip, followed by BBQ and night drive |
| Sun 11th Nov: | Memorial event |
| Fri 19th Nov: | Movie Evening incl early 8mm movies of club events |
| Sat 17th Nov: | Deadwood Safari. Rerun of the first Deadwood safari, ending at Rallywoods for a BBQ |
| Sun 18th Nov: | Rallywoods Day |
| Fri 23rd Nov: | 30th Anniversary Dinner |
| Sun 25th Nov: | Rerun of club second trip, Odlins Road |

More details in following newsletters.



**Club
Champs
At
Humes
Farm**



Cross Country Chronicle



Marshall's Wanted

Is anyone interested in marshalling at the NZ Winch Challenge in November?

If so, please contact me as soon as possible on newsletter@ccvc.org.nz. The following is an extract from the organisers:

There will be a working bee and training on Saturday and Sunday 13/14 October at Lahar. As we have to limit to the number of our marshals they will be put to work for the fill event and won't get an opportunity to go off and view elsewhere. We will need a commitment from them as soon as possible to the training weekend and to the event.

On the weekend of the event we will provide some where for them to put a sleeping bag unless they wish to camp themselves. We will also provide basic meals, Dinner Friday and Saturday night, lunch Sat/Sun (filled roll and fruit in the field), and breakfast Sat/Sun. If they require they need to bring their own snacks, drinks, flasks etc for the weekend and refreshments (beer, etc). Due to limited accommodation and over-all cost we have to limit the number of marshals.

We may try and see if we get enough response and/or enough take up the camping option then we may allow them to marshal one day and view the next if they contribute to costs for accommodation and meals. This is only suggestion with the Winch Committee at present so is not to be taken that we will do or allow this as yet.



Odlins Rd - 01 July 2001

Way back in 1978 I first visited the Waioatauru Hut in the Akatarawas. Believe it or not we managed to get Mums new Hillman Hunter all the way to the hut with a little help from the lads sitting in the boot for extra traction. As the road got progressively worse we upgraded (some will disagree) to a Series II Land Rover. Finally

fully equipped
NZ WARN
CHALLENGE
LAHAR FARM - HOROPITO 2001

sponsored by:
WARN fully equipped.
date: Fri. 2nd - Sun. 4th November

supported by:
4wd
EXIDE BATTERIES
SIMEX

we resorted to motorbikes to access this area but even this became a challenge as the road washed away.

A sleep over was planned which for us didn't really appeal, so we opted for the day trip. Five trucks met at the Caltex and we made our way to the Akatarawa Rd summit, arriving at 11am. A flatdeck HiLux and a Cruiser from the Levin club headed in soon after we arrived, their plan was to meet up with Eric for a working bee near the hut.



Jim Johnson was our trip leader, in yet another Suzuki, then ourselves in the Mazda, new member Jeff Cummings had the well shod Surf, Neil in the Pajero and Marcus in the impressive "Project Vitara". Jim made comment on the length of our trucks and the tight corners to come. Tyres let down for a smooth ride, we headed off. This former logging road was bulldozed in by 3 D7's in 1962. It is 16km long and took less than a year to complete at great expense although the amount of Rimu removed soon covered the initial outlay. Odilins milled this block for 8 years with the timber being processed at their Petone mill and mainly used in housing in Wainuimata.

The road to the Renata turnoff was easy going although we did get cross-axed where DOC played with fire crackers. The views of Kapiti and Reikorangi basin were fantastic as the day was still and reasonably clear. From the summit at 822m we could see Alpha, Aston and Mt Hector all with snow. We started the slow trip down with some major tail scrapes and sill thumps but with Jim's guidance we had no problems although a few corners were pretty hairy. An amazing amount of effort has been put into this part of the road and all those involved should be congratulated. After driving over someone's circumcised knob we arrived at the Waiotauru Hut on the bank of the southern Waiotauru River.

After lunch we walked back to the old rusty log hauler and found Eric and his team clearing a hard yakka track which will eventually link back to the road. With the light beginning to fade we left Jim attempting the new track and followed the Vitara back to the tar seal with no problems encountered.



Thanks to Jim and Marcus for an enjoyable day out and thanks also to Joe Workman who originally built the road.

Ralph, Georgie and baby James Dobson - K182

KARIOI KAPERS

Waiouru trip, 27 to 29 July 2001

When you go on trips with long standing members of the club talk often gets around to a Waiouru trip some time in the dark past. This is an annual winter trip to the snow and up to four or five years ago the club had access to the Army training grounds, it is now held in Karioi forest. In the past people camped out in the forest as well, but this year there was only one hardy soul and his son under canvas.

Back in June I went on Steve Mitchell's trip down Odlin's road, which had a grand turn out of four members and three vehicles, fairly amazing in a club of over 200 members that only four people actually went wheeling that day (I guess the others stayed at home and read/wrote about it on the internet). However the other guys had all been on the Waiouru trip many times and I thought it might be something Pat would enjoy! I got home and booked some accommodation and set about getting together a few other people. The only requirements were that they were good company and had a Suzuki. Gerald and Susan joined us with their SJ 410/Samurai/Nissan soft top and Nigel bought his Escudo soft top down from Jafa country.

A lot of people went up on Thursday night and had a day in Karioi on Friday. There wasn't much chat at the motel on Friday night but Mark Wolstenholm had snapped his winch cable and he claimed Phil Lewton had needed the winching. Peter Tilby seemed to have thawed out after riding his quad round the place. Ron Johnson arrived after numerous trials and tribulations stopped him bringing his jeep, it didn't stop him though and he was driving his Patrol. We needed to wait until Saturday morning to see everybody else.

Come Saturday Phil and Marcus struggled to get two groups sorted out only to be ballsed up by three different groups of people who wanted to stick together, I always said that Bob Fitness, Ewen and Pat were troublesome. Marcus departed with the Wolstenholm bros, Ralph Dobson and a couple of others. We got left with Colin Landy and Steve Mitchell in their smokey old diesel FJ70s, who had arrived late and so finally we had three groups in the forest.

Steve led off and after a few false starts had us at the bottom of what he called "V8 hill". We all flew up the hill and wondered why you would need a V8, that was until the next day when we tried it again. On Saturday the ground was still frozen and gave good traction, the next day the ground had thawed and we couldn't get over the top because the ruts were soft and muddy. We had a cuppa and sorted out the problems of the world, all quite

quickly and pretty much with the same solution. It turned out that Phil's group was also having a cuppa just around the corner from us. Continuing on we came to a washout, which had a number of different exits, none of which suited the Vitara and its mud clogged tyres. I could clearly hear Colin's laughter over the wheelspin as I slid off the track again and again.

We stopped for lunch on a sunny plateau that had a great view of Ruapehu and a perfectly sized rock to use for a table. The folding chairs and smoked oysters appeared and the problems of the world were attended to again. After lunch we headed north and had some expansive views of the mountain and the desert road. A rocky ascent followed by a steeper descent bought us out to a different area and a creek to play in. Bruce found an army bobby trap and could have lost his arm if it hadn't gone off already. A sand drift proved a bit much for me one way round but OK in reverse but vice versa for Gerald, does this mean red trucks are better? It was starting to get dark and Steve attempted to placate the girls by saying we were heading more or less directly back to the mill gates. Pat however wasn't fooled and noted that we didn't take a number of roads that could have taken us back.

In the dark Gerald took a quick trip down a bank that proved to be very steep, Nigel stopped and had a good look but couldn't see the ground below. The washout from the morning was easy to get down rather than up but was still greasy and needed a bit of stropping and V8 hill was a quick slide in the dark. We re-inflated the tyres in the dark and headed back to Waiouru.

Sarah was our waitress for the evening at the pub and produced a fine meal (anything is better than cooking yourself). She was a hard case and produced a bib for Bruce to wear, he didn't mind too much but don't ask him about Hamilton. Sunday morning dawned and it was much warmer than the day before, I managed to start my engine without a tow this day. Nigel and I headed back to the mill gates to find only Mark and David there, a lot of the others had headed home or further north. The four of us headed back to V8 hill and another bush track for a few hours and then finished up around



noon but trying to clean the trucks in the ford before heading back to Wellington. Nigel wanted to keep the mud on his truck for his return to Auckland.

Thanks to Phil, Steve & Daniel, Colin & Bruce, classic away trip!

Andrew Gee



Club Champs - Round II

The event started with the drivers briefing where each driver was assigned to a team (great way to meet other club members). Score cards were handed out and 2 had been tagged as “being required to provide trip reports” – a cunning but effective trick.

After the heavy rain of two weeks prior it was a surprise to see the condition of the test area being so dry that water containers had been trailered in to wet the course. I’d competed in one of the old style events last year (and it cost me a \$300 tail light). I was amazed by the new approach to the organisation, **which was brilliant**, and the thought and effort that had gone in to extending the event into one where shiny trucks can really participate.

The weather had been overly kind and made the hazards less “challenging” than they’d have been with a little more moisture about. Every one finished by 12:30 and most were smiling after having had great time. The BBQ was on and once fed we were free to have a bit of a play. A number of us did that and thoroughly enjoyed the afternoon in some of the steeper areas.

Result: a great family day out – thanks to the organisers and helpers, well done guys.

Manufactures Challenge - 28th July

We’d made up a team of 4 , The Missans (that 2 Mits Pajeros and 2 Nissan Terranos), all shinies, no winches no lockers just a handful of strops and a couple of joiners.

Didn’t really know what to expect. We started by reading the rules.... Like one hazard where 2 trucks had to go through in 2 wheel drive, another where 1 truck had to be taken through dead!...who thinks up these rules? Has he actually seen the hazards? He must be a sick sick man! Pedro was

assigned as our marshall / timer (yeh did I mention that there was a 30 minute maximum time on each hazard!) – Pedro's grin got wider as the hazards got tougher !

Any way off we went ...and the learning started!! It was the first time we'd used 2 trucks up front with 4 strops joined to reach the 3rd truck a LWB Pajero that was in a bog at the bottom of a greasy hill. The video of this recovery shows that Pajeros CAN fly. Heaps of fun.

The recent rain had new rivers forming in tyre ruts adding to the challenge. A (non-4WD) friend that came along for the day was amazed that our trucks got up any of the tracks without assistance. We eventually made it back to the green hut for lunch where the fire was on, the food was hot and the conversation was friendly.

We completed the final hazards timing out on a few, but hey we gave it a go and we learnt HEAPS!!! We had a great day and we'll be back for round 2 if they'll have us . A big thanks to Andy Mitchell who gave up his drive to do the organising – awesome event...really!

For those that haven't do this sort of event – Andy and his team had put together an event that was VERY challenging but with team work achievable – some of the hazards were split with the hard yaka guys being given an even tougher course where more serious recovery gear was needed.



Club Radios

For those amongst us who are “communicatory - challenged”, the club has a number of VHF radios that trip participants can borrow for the day. Ask your trip leader if you are interested.

ISSUE - Wellington South Coast - ISSUE

The Wellington City Council has been working through the planning and consultation process to develop a Management Plan for the Wellington South Coast. This is a controversial topic that has plagued previous councils for years.

CCVC has been involved throughout the current process and made a formal submission, which is now available for members on our website.

The Council meeting of 1 August adopted the Management Plan. However there seems to remain a risk that the road will be closed if monitoring over the coming year shows poor behaviour or environmental damage.

So as a reminder:

- PLEASE respect other users; slow right down and give way politely.
- PLEASE don't go up the hillsides, even though other vehicles have left clear tracks there.
- PLEASE don't drive over vegetation.
- PLEASE don't leave litter, and remove any you see.
- PLEASE politely explain these things to other users you see there.
- PLEASE support the rubbish clean-up day we're planning for 25 August.

There are a number of things we can do over the coming year, especially making sure we follow through the commitments we made in our submission. We will brief you further at Club Night.

Akatarawa Trip Leader Refresher

The Akatarawa Recreational Access Committee (ARAC) is planning a refresher course for registered Akatarawa trip leaders.

Dave Jones in
a spot of bother
at Levin.



Pureora Forest,
Queens Birthday
weekend.

The Aorangi Crossing

Known by so many names, perhaps more notably as Sutherland's Track, or Waikuku/Te Kopi Road, this magnificent track is in the process of being formally adopted by ARAC. Several people from the Club have been busy working with DOC and ARAC to arrive at an agreement whereby we can take over the maintenance of this track in return for controlled access.

To get the ball rolling, ARAC will be holding an inaugural working bee over the weekend of 8/9 September.

DOC are providing free access to the Waikuku Hut, and the west side of the forest. A spartan but comfortable hut, it should be able to accommodate about 40, with excellent camping facilities around grounds. There is also accommodation available at Sutherland's Hut, although trampers will have priority on the bunks, but again, camping is readily available.

We must make a good impression. This is a relatively simply exercise, with us cutting back all the overgrowing vegetation, filling in some potholes and where possible, cleaning out gullies.

Lots of other Clubs are invited, so it should be quite a cosmopolitan affair. Expect trail-bike riders, quad riders, mountain bikers and the odd hunter to join in.

If you've never experienced the Aorangi's, then now is your chance - it really is awesome country.

Accommodation starts at Waikuku on Friday night, or at Sutherland's from Saturday.

YOUR CLUB NEEDS YOU

For Details, Contact - Andy on 04 972 5558 (home) or 025 482 319 (mobile), or Dave Jones on 04 567 6464 (home)



Above: Very chilly start to the day at Pureora Forest.

Below: John well and truly stuck at Rally Woods.



Cross Country Chronicle

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:** 04-972 5558 **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 11 Aug 2001 **Time:** 9:30 am

Drivers Briefing **Date:** Sat 11 Aug 2001 **Time:** 9:45 am

Trip Departure **Date:** Sat 11 Aug 2001 **Time:** 10:00am

Alternative Meeting Point _____

Date: _____ **Time:** _____

Expected Finishing Point Totara Park Bridge

Date: Sat 11 Aug 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: \$15.00 Per vehicle/day **Camp Fee:** Nil Per person/tent/night

Weather restrictions: **Possible vehicle damage expected on trip:**

<input type="checkbox"/>	Dry day only	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Light rain/wind ok	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Rain, hail or snow "We go"	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Subject to landowners discretion	<input type="checkbox"/>
<input type="checkbox"/>	Listen to radio cancellation service	<input type="checkbox"/>

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

on Newstalk ZB 1035AM at: _____

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

Notes: *Advanced Training. Includes Water Crossings, Advanced Hill Climbs and Descents, Marginal Grip and techniques to help climb those impossible hills. Plus ! Training by Request - ask the question and we'll try to answer it !*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: **Regional Council Charity Trip**

Venue: **Western Hills**

Category: **Family Shiny**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Roger Seymour

Phone: 04-586 2518

Callsign: K110

Bookings Required: No Yes

Book with Trip Leader before: Wed 9 Aug

Limited Numbers: No Yes

Trip Meeting Point

Roger to advise when you book in.

Meeting Time Date: Sat 12 Aug 2001 Time: 10:00 am

Drivers Briefing Date: Sat 12 Aug 2001 Time: 10:15 am

Trip Departure Date: Sat 12 Aug 2001 Time: 10:30 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Roger to advise when you book in.

Date: Sat 12 Aug 2001 Time: 3:00 pm

Fuel required for: 50/1 Kms / Days Fuel available at: Lower Hutt

Food required for: 1 Days Food available at: Lower Hutt

Drinks required for: 1 Days Drinks available at: Lower Hutt

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 checked="" 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 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: *Trip date and other details subject to final confirmation from Trip Leader.
More details at Club Night.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Shiny Challenge

Venue: Akatarawa Forest Category: Shiny 4x4

Trip Leader: Grant Purdie Phone: 04-233 1192 Callsign: K 71

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

Limited Numbers: No Yes

Trip Meeting Point

Maungakotukutuku Gate

Meeting Time Date: Sun 12 Aug 2001 Time: 9:30 am

Drivers Briefing Date: Sun 12 Aug 2001 Time: 9:45 am

Trip Departure Date: Sun 12 Aug 2001 Time: 10:00 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Bulls Run Road

Date: Sun 12 Aug 2001 Time: 4:00 pm approx

Fuel required for: 50/1 Kms / Days Fuel available at: Porirua, Paraparaumu

Food required for: 1 Days Food available at: Porirua, Paraparaumu

Drinks required for: 1 Days Drinks available at: Porirua, Paraparaumu

Land Access Fee: \$15.00 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 Newstalk ZB 1035AM at: 8:00, 8:30, 9:00

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
- Club Radio Required

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 an advantage
- 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 checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: *Hopefully there will be a little surprise for you later on in the day...*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

VEHICLE CLUB
Wellington (inc)

Trip Name: Rallywoods Ramble

Venue: Rallywoods Category: Club 4x4

Trip Leader: Pedro Phone: 04-2355644 Callsign: K 54

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

Limited Numbers: No Yes

Trip Meeting Point

Rallywoods Gate

Meeting Time Date: Sun 19 Aug 2001 Time: 9:30 am

Drivers Briefing Date: Sun 19 Aug 2001 Time: 9:45am

Trip Departure Date: Sun 19 Aug 2001 Time: 10:00am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Rallywoods Gate

Date: Sun 19 Aug 2001 Time: 3:30 pm

Fuel required for: 20/1 Kms / Days Fuel available at: Pauatahanui or Lower Hutt

Food required for: 1 Days Food available at: Pauatahanui or Lower Hutt

Drinks required for: 1 Days Drinks available at: Pauatahanui or Lower Hutt

Land Access Fee: \$10.00 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 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
- Club Radio Required

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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> Deep mud holes |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes:

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: South Coast Clean-Up

Venue: Red Rocks & Beyond Category: All

Trip Leader: Barry Insull Phone: 04-234 7757 Callsign: K 44

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

Limited Numbers: No Yes

Trip Meeting Point

Owhiro Quarry Car Park

Meeting Time Date: Sat 25 Aug 2001 Time: 10:00 am

Drivers Briefing Date: Sat 25 Aug 2001 Time: 10:15 am

Trip Departure Date: Sat 25 Aug 2001 Time: 10:30 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Owhiro Quarry Car Park

Date: Sat 25 Aug 2001 Time: 3:30 pm

Fuel required for: 50/1 Kms / Days Fuel available at: Wellington

Food required for: 1 Days Food available at: Wellington

Drinks required for: 1 Days Drinks available at: Wellington

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: 8:30, 9:00, 9:30

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
- Club Radio Required

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 |
|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <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: *Our turn to put some effort into the area we often enjoy.
This work party is in support of the submission we made to WCC to keep the road open.
WCC will provide rubbish bags. We'll provide the BBQ.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Aspire to the Steeples

Venue: St Pats Category: Club 4x4

Trip Leader: Marcus Steeneken Phone: 04-565 1707 Callsign: K 33

Bookings Required: No Yes Book with Trip Leader before: 1/9/2001

Limited Numbers: No Yes ... 25

Trip Meeting Point

River Road Silverstream, just north of Silverstream Bridge, on right heading North.

Meeting Time Date: Sun 2 Sep 2001 Time: 9:30 am
 Drivers Briefing Date: Sun 2 Sep 2001 Time: 9:45 am
 Trip Departure Date: Sun 2 Sep 2001 Time: 10:00 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

River Road.

Date: Sun 2 Sep 2001 Time: 4:00 pm approx

Fuel required for: 7 Kms / Days Fuel available at: Anywhere

Food required for: 7 Days Food available at: _____

Drinks required for: 7 Days Drinks available at: _____

Land Access Fee: \$10.00 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 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
- Club Radio Required

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"/> | <input 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 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Steep ascents/descents |

Notes: *We must be on our best behaviour for this one, Spark Arrestors essential, and NO smoke at all!*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Sutherlands Track - Weekend Away - Work & Play

Venue: Aorangi Crossing Category: Special

Trip Leader: Andy Cockroft Phone: 04 972 5558 Callsign: K 26

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

Limited Numbers: No Yes

Trip Meeting Point

Waikuku Lodge, Ruakokopatuna Road

Meeting Time Date: Fri 7 Sep 2001 (evening) Time: 6:00 pm

Drivers Briefing Date: Sat/Sun 8/9 Sep 2001 Time: 9:15 am each day

Trip Departure Date: Sat/Sun 8/9 Sep 2001 Time: 9:30 am each day

Alternative Meeting Point

Mobil, Featherston

Date: Sat/Sun 8/9 Sep 2001 Time: 8:15 am each day

Expected Finishing Point

Waikuku Lodge

Date: Each evening Time: 4:30 pm

Fuel required for: 25/2 Kms / Days Fuel available at: Featherston, Martinborough

Food required for: 2 Days Food available at: Featherston, Martinborough

Drinks required for: 2 Days Drinks available at: Featherston, Martinborough

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
- Club Radio Required

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"/> | <input 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 checked="" type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Deep mud holes |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

NOTES: Accommodation is available at no extra cost at Waikuku Lodge Friday to Sunday. Come along for a day, 1/2 day or for the whole weekend. Aorangi Crossing has been closed for 2 years, so now's the time for you to enjoy this brilliant back-country trail and help with the re-opening working bee - and have lots of fun to boot !

Trip Database

From: 7/18/2001 To: 31/12/2001

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Tue 07/08/01	1	SAR Committee 7pm	Meetings	Innkeeper's Arms	Jim Johnson	P		592
Tue 07/08/01	1	60K Committee	Meetings	-ba-	Antony Royal	C		553
Wed 08/08/01	1	Club Night	Meetings	Petone Working Mens Club	Andy Cockroft	C		494
Sat 11/08/01	1	Training Module 4 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P	Moved from 4 August.	488
Sun 12/08/01	1	WRC Charity Trip	Family Shiny	Western Hills	Roger Seymour	P	Access to be confirmed. Details at Club Night.	534
Sun 12/08/01	1	Shiny Challenge	Shiny 4X4	Perhams Rd Side Tracks plus a Surprise	Grant Purdie	P		536
Tue 14/08/01	1	North Island Challenge Committee Meeting	Meetings			C		593
Thu 16/08/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C		511
Sun 19/08/01	1	Rallywoods Ramble	Club 4X4	Rallywoods	Pedro Osborne	C		539
Tue 21/08/01	1	Trip Leaders' Forum	Special	-ba-	Grant Purdie	P	Details at Club Night.	568
Sat 25/08/01	1	South Coast Clean-Up	All	Red Rocks & South Coast	Barry Insull	C	Help develop managed access by helping with CCVC's voluntary clean-up day.	566
Sat 25/08/01	2	60K Recce Trip	Special	-ba-	Antony Royal	C		559
Tue 28/08/01	1	Committee Meeting	Meetings	Petone Working Mens Club	Andy Cockroft	C		500
Wed 29/08/01	1	First Aid Training #1	Training	St Johns Hall	Wayne Jensen	C	Waterloo	569
Thu 30/08/01	1	First Aid Training #2	Training	St Johns Hall	Wayne Jensen	C	Waterloo	570
Sat 01/09/01	1	Foxton Spring Filing	Special	Foxton		C	Opportunity to help promote Coast Care. Contact Grant if interested.	564

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 02/09/01	1	Aspire to the Steeples	Club 4X4	St Pats	Marcus Steeneken	C	Special conditions of access apply.	574
Mon 03/09/01	1	ARAC	Meetings			C		516
Tue 04/09/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		506
Wed 05/09/01	1	60K Committee	Meetings	-ba-	Antony Royal	C		556
Sat 08/09/01	1	Sutherland's Work Party	Special	Sutherland's Track	Andy Cockroft	C	Track now called "Aorangi Crossing".	459
Sun 09/09/01	1	Sutherland's Recovery Day	Special	Sutherland's Track	Andy Cockroft	C	Stay over on Saturday night. Then a recovery day after the night before, with a play.	546
Wed 12/09/01	1	Club Night	Meetings		Andy Cockroft	C		495
Thu 13/09/01	1	First Aid Training #3	Training	St Johns Hall, Waterloo	Wayne Jensen	C		571
Sat 15/09/01	1	South Coast Family Day	Family Shiny	Long Gully, Red Rocks & South Coast	Mark Wilson	P		576
Sat 15/09/01	1	Kilroy's Return	Shiny 4X4	Hume's Farm	Ron Wadham	P	Date to be confirmed.	577
Sun 16/09/01	1	Training Module 1 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P		489
Sun 16/09/01	1	Far West Fossick	Hard Yakka	Terawhiti Station	-ba-	C		356
Tue 18/09/01	1	ARAC/WRC Liaison Meeting	Meetings			C		518
Wed 19/09/01	1	First Aid Training #4	Training	St Johns Hall, Waterloo	Wayne Jensen	C		572
Thu 20/09/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C		512
Sun 23/09/01	1	Trip Leader Refresher	Special	Akatarawa Forest	A Cockroft & G Purdie	P	To ensure all the Akatarawa Trip Leaders are up to date with all ARAC and WRC requirements.	545
Sun 23/09/01	1	Manufacturers' Challenge - Round 2	Manufacturer	tba	Ian Hendra	P	To be confirmed.	533
Tue 25/09/01	1	Committee Meeting	Meetings	Patone Working Mens Club	Andy Cockroft	P		501

Cross Country Chronicle

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 30/09/01	1	The New Slippery Forest	Hard Yakka	Puketiro Forest	Grant Purdie	P		578
Tue 02/10/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		507
Wed 03/10/01	1	60K Committee	Meetings	-ba-	Antony Royal	C		557
Sun 07/10/01	1	Special Olympics Fundraiser	Guest Group	South-west coastal area	John Walls	P		540
Sun 07/10/01	1	Training Module 2 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P		490
Sun 07/10/01	1	New Territory for Shimies	Shiny 4X4	Puketiro Forest	-ba-	P		579
Sun 07/10/01	1	Judds South	Club 4X4	Judd's Farm	John Hughes	C		580
Wed 10/10/01	1	Club Night	Meetings		Andy Cockroft	C		496
Sun 14/10/01	1	Club Champs Round 3	Club Champs	-ba-	Ian Hendra	P		590
Thu 18/10/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C		513
Fri 19/10/01	4	Remote Recce	Hard Yakka	Thompson's Track, Bay of Plenty	Andy Cockroft	P	Three famous tracks.	440
Sat 20/10/01	3	Labour Weekend at Foxton	All	Foxton Beach	N/A	C		521
Sat 20/10/01	3	Geyserland as our Guests	All	Foxton Beach	Multiple People	T		522
Tue 30/10/01	1	Committee Meeting	Meetings	Petone Working Mens Club	Andy Cockroft	P		502
Thu 01/11/01	30	CCVC 30th Anniversary Month	Special		John Vuink	C	A programme of special events all month!	543
Sat 03/11/01	1	Foundation Trip with Guy Fawkes BBQ	Special	Orongorongo Coast	-ba-	P	Re-run the CCVC inaugural trip, followed by BBQ and Night Drive.	524
Sun 04/11/01	1	Training Module 3 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P	Afternoon only.	491
Tue 06/11/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		508

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Wed 07/11/01	1	60K Committee	Meetings	-ba-	Antony Royal	C		558
Sun 11/11/01	1	Memorial Event	Special	-ba-	-ba-	P		547
Wed 14/11/01	1	Club Night	Meetings		Andy Cockroft	C		497
Fri 16/11/01	1	Movie Evening	Special	-ba-	-ba-	P		548
Sat 17/11/01	1	Deadwood Safari	All	Akatarawa Forest & Rallywoods	-ba-	P	Followed by BBQ and optional sleep-over.	549
Sun 18/11/01	1	Rallywoods Day	All	Rallywoods	-ba-	P		550
Thu 22/11/01	1	Safety & MSNZ Cmtee	Meetings	Purdie Residence	Grant Purdie	C		514
Fri 23/11/01	1	30th Anniversary Dinner	Special	-ba-	-ba-	P		551
Sun 25/11/01	1	Odlins Renaissance	Shiny 4X4	Odlin's Road	Jim Johnson	P	Re-run of second trip run after CCVC was formed.	573
Tue 27/11/01	1	Committee Meeting	Meetings	-ba-	Andy Cockroft	P		503
Sat 01/12/01	1	Fishing Day	Special	South Coast	Neil Blackie	T	Details to be arranged.	525
Mon 03/12/01	1	ARAC	Meetings			C		517
Tue 04/12/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		509
Sat 08/12/01	1	Novice & Co-Pilots' Gymkhana	Gymkhana	tba	Lynn Philip	P	Date & details to be confirmed.	482
Sun 09/12/01	1	Training Module 4 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P		492
Wed 12/12/01	1	Club Night	Meetings		Andy Cockroft	C		498
Sat 15/12/01	1	Guests of Wairarapa Club	Shiny 4X4	Wairarapa	-ba-	T	Details & date to be confirmed.	589
Sun 16/12/01	1	Ladies' Training #2	Training	-ba-	-ba-	T		581
Sun 16/12/01	1	Scouts Fundraiser	Guest Group	tba	Lynn Philip	T		520
Thu 20/12/01	1	Safety & MSNZ Cmtee	Meetings	Purdie Residence	Grant Purdie	C		515
Wed 26/12/01	8	Battle Hill Camp & Trips	Special	Akatarawa Forest	-ba-	T	Depends on finding an organiser.	562



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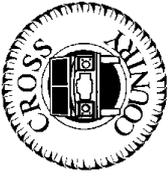
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