



VEHICLE CLUB
Wellington (inc)



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May 2001

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz



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Cross Country Chronicle



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EDITORIAL RAMBLINGS

This month's Chronicle sees a change in some of names on the inside cover page as the new committee takes over the running of the club from the old committee - you will note that there are some new names taking on new positions and some previous committee members taking on their positions for another year.

Welcome to the new committee and I look forward to working with you all this year, and thanks must go to all outgoing committee members for all their work. I'm sure the new committee will be able to keep up the fine work already in progress, as well as bring in some new and innovative ideas too.

So keep sending in the trip reports, and remember that you can submit any article on any subject (preferably 4x4, but not necessarily) including technical how-to's, for sales, etc.

Alan...

Cover Photo: *Ten points if you can guess what has Dennis is looking for in this picture from a recent trip to Akitio?*

Cross Country Chronicle

President's Piece

Well, as we start another season, the incoming Committee has taken up the challenge to deliver more and better trips than ever. In addition, we have recognised the need to do things smarter, better, faster than ever. We know we have to get to grips with all the bureaucracy that now surrounds us, perhaps that's why we are doing so well with Land Managers - they recognise our willingness to do things right, and to do things right first time.

Our record on Land Access issues compares favourably against any 4WD club in the land, far more favourably than many. To maintain this impetus is quite an achievement, but like so many other things we do, we went out and found those keen volunteers and empowered them to manage Land Access issues on our behalf via a sub-committee. That approach is working well.

A few weeks ago, I was told in no uncertain terms that working through organisations such as ARAC was diluting the 4WD movements representation.

An interesting view point - should we stand alone as 4Wders, campaigning for access to lands - and being for the most part ignored and left with nowhere to go, or do we combine forces with other groups to create a large multi-faceted group (let's call that group ARAC), and achieve success after success after success.

Surprisingly, since we were involved at the inception of ARAC, we now have more land to enjoy than ever before. Places closed to us for so long are suddenly reopened. We have access around Burden's Gate, through Devil's Staircase, the Firewood Loop, 257, Top Bogs and many, many more - places we had been banned from for years.

Others are possibly opening for us, places such as Belmont Regional Park may yet see us cruising through for a family jaunt. Several paper roads are starting to look desirable, as is the ever increasing opportunities in Waiotau Valley.

So do we remain purists and lose just about everything, or do we cooperate with the quads, trail bikes and the likes to get a better deal for motorised recreation. I know which I prefer - to hell with diluting the 4WD movement - at least we have somewhere to go to practice our diluted sport.

Andy

From the Evening Post Tuesday May 1 2001

South coast may get wilder still

Vehicle access along Wellington's south coast westward from the old Owhiro Bay quarry is likely to become the domain of off-road vehicles.

Wellington city Council's environment and, recreation committee recommended yesterday that a draft south coast management plan go out for consultation. At present the road from the quarry gates to the seal colony at Red Rocks may be used by all vehicles. However, it is suggested in the management plan that the council stops maintaining the road, noting that eventually it will be used only by vehicles suited to the terrain - probably off-roaders.

Council officer Stephen Lamb said two-wheel-drive vehicles had been able to use it only courtesy of the quarry. Now that had stopped operating, the road was costly for the council to maintain. Cr Rob Goulden said there should be continued access for everyone. "It's a Wellington asset it's for all the people of Wellington."

Committee chairman Andy Foster said the council bought the quarry to extend the wild south coast. It had to be recognised not everyone would be physically able to access it. Sunday will remain a pedestrians-only day. Baches on public coastal land are also likely to become a thing of the past but the draft management plan says some have heritage values and might be kept in public ownership. "The general policy is that baches will be removed from the coast when the lease is relinquished either voluntarily or at the death of the lessee."

Island Bay's bait house is also un-likely to become a cafe, as has been suggested by some people. Mr Lamb said it was on reserve land and this status would have to be removed for it to be used for commercial purposes. The Department of Conservation controlled that and had already said no. The suggestion in the management plan draft is that viable uses for it be investigated. If none are found and the local heritage is not significant then the building will be demolished.

Submissions can be made between May 7 and July 6.



First Aid Kits



TO ALL TRIP LEADERS

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

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



ROSS VAN WAAS - SAFETY OFFICER

Phone (day) 04 237-4000

Cellphone. 025 461-522



Cross Country Chronicle

EQUIPMENT REQUIREMENTS.

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

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



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

TRIP/CONVOY RULES

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

First Aid Kits

You will recall a few months back (well, would you believe sometime in the second half of last year!) we had a visit one club night by a guy from the Order of St John, who gave us a brief rundown on suitable first aid kits for vehicles, and he also made an offer of 10% (I think) discount if we buy 10 or more.



So I thought if anyone is interested in getting one, we should all get together and get the kit at the discount price - if you are interested contact Alan on 564-3045 or email alan.donaldson@xtra.co.nz.

FOR SALE



1974 Toyota Landcruiser
350 Chev V8, Rollcage, Rear locker
Air Compressor, 33x12.5x15 muds, good condition
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04 938 7510 (home)

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NEW & USED PARTS

Cross Country Chronicle

CCVC Safety Policy

The club now has an official Safety Policy. This was approved by the Committee on 24 April 2001 and comes into effect immediately.

The Safety Policy is a "living" document, we expect to improve it from time to time. All suggestions from club members will be welcome.

The next task for the Safety and Motorsport Sub-Committee is to put in place a Safety Plan regime for each club trip and event, as required by the Safety Policy. For developments on this task, come to Club Nights, read the Club Newsletter, and keep an eye on this page.

Here is an extract from the full Safety Policy document. This is the actual policy itself. For a full copy of the document, see it on the MemberZone or ask the Club Secretary for a copy.

The Safety Policy of the Cross Country Vehicle Club Wellington Inc

1. We will at all times take all reasonable steps to minimise risk and make individuals aware of their responsibilities for themselves and others participating in CCVC events.
2. All participants are to be made aware of known or likely hazards relating to the event.
3. The Trip Leader is responsible to oversee the safe operation of an event.
 - Other personnel shall be appointed (before the event) to assist in dealing with any emergencies and these are to be identified to all participants at the start of the event.
 - All experienced club members are expected to proactively assist the Trip Leader with conformance to the Safety Policy.
 - The Trip Leader will prepare a Safety Plan for each event.
 - The Trip Leader will oversee the safe operation of the event while the other appointed personnel will have responsibility for managing any emergency that may arise.
 - The trip briefing or event instructions will include a safety briefing.
 - For large or complex events, a hierarchy of safety personnel may be required, yet one person shall retain overall responsibility for the safe operation of the event.
 - Where a trip, or part of a trip, requires the use of machines such as excavators, diggers, chainsaws etc., a separate safety plan will be prepared and all persons operating such machinery will be advised of their responsibilities and will be required to conform to all requirements of such a plan
4. The Trip Leader is to ask the landowner or land manager in advance of the event whether there are any hazards and to ask for information about those hazards. All instructions provided by landowners or managers shall be adhered to.
5. Any persons who through their conduct, whether by act or omission, create significant additional risk for either themselves or others shall be removed from the event forthwith and may be excluded from all future events of this type if they do not respond to the request to modify their behaviour.
6. This Safety Policy is to be reviewed as appropriate and no less than once every three years and following any significant safety incident.
7. All statements to the media relating to all safety matters or incidents will be made by the club's Publicity Officer and no other person unless requested by the Club President or Vice President.
8. All injury accidents are to be made known to the Trip Leader. The Trip Leader is then responsible for reporting vehicle-related injury accidents to the Police as necessary.

9. Definitions:

Event:	Any group activity organised by the club that includes driving vehicles off-road, whether a 4WD trip or a competition, and includes any event involving club members or any other people where the event is organised or sanctioned by the club.
Participant:	Every person attending an event is a "participant".
Trip Leader:	The person appointed by the Trip Coordinator as responsible for the event. The person may be referred to as the Trip Leader, the Event Organiser, or some other description.
Safety Organiser:	Person appointed by the Trip Leader to be responsible for safety during the event.
Hazard:	A place, situation or action identified as exposure to additional risk beyond that which would normally be expected.

Hello Members

We have all become aware of the reminders that safe practices are important when we go four wheel driving. You know that we as a club have been actively working to improve the safety of our practices. The Club Committee has now approved the CCVC Safety Policy that was put together by the Safety and Motorsport sub-committee.

The new policy has come into effect immediately. Please read the policy, which you can find on the MemberZone. We are also trying to work out the best way to provide a printed copy to people who aren't on the Internet. If we don't publish it in the next newsletter, then we may have copies to hand out or we may wait until this year's planned Members' Handbook is published, although this really is too important to delay.

The next task for the Safety and Motorsport Sub-Committee is to provide Safety Plans for our trips - more news soon on this one. So please make yourself familiar with the policy - it is less than two pages long! The rest of the Safety Policy document is interesting background material which we recommend you read, but you don't need to memorise it.

Regards...

Grant Purdie

Vice President

Any interested in club stuff?

What did you think of the Valley 4WD Club shirts at club nite last month? Why don't we have CCVC stuff such as T-Shirts, polos, sweatshirts, fleeces,.....or even spare wheel covers, key rings, stickers, etc?



If you're interested call Ian Hendra on 021 667-702 or email bigfella@paradise.net.nz and if there's enough demand, I'll get something organised - unless anyone else would like to volunteer. of course.

Upcoming Events

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

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

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

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

October 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 09 420 3050.*

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

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

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 next months New Zealand 4WD magazine.*

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

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

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

PUREORA FOREST MID-WINTER TRIP

QUEENS BIRTHDAY WEEKEND - Fri 1st - Sat 4th JUNE 2001

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

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

The area at Piropiro Flats is strongly recommended for visiting 4WD as there is no restrictions and there are many tracks to explore also Gorge Rd and Bogg Inn Rd which is accessible off Link Rd, with many more tracks off Link Rd which can also be explore. The area is suitable for Shiny 4x4, Club 4x4 and Hard Yakka trips.

Accommodation has been booked at both the YMCA and DOC Camps.

YMCA Camp. Take SH32 (Western Lake Taupo Rd), turn off at Kakaho Rd (also know as Link Rd). Follow for 10kms, turn right into Waimoana Rd sign posted YMCA Camp, follow for 2kms then turn right into Arataki Rd, follow for 4kms to intersection and turn left, Camp is about 200m along road on the left in the native bush.

The accommodation consists of two A frame huts which sleep up to 50 people, Also a lodge which has a kitchen with a wood range which includes a wetback hot water system & a three ring gas cooker. The ablution block has showers in both mens and womens facilities with hot water provided by a large wood burner. Lighting is provided in all facilities by a petrol generator.

What to bring. Bedding or sleeping bags, kitchen utensils -pots, pans, knives, forks plates, etc. Food and refreshments, Extra gas cookers and gas lights if you have them

Price. \$5.00 per person per night.

DOC Camp. Directions as for YMCA Camp but follow Kakaho Rd (Link Rd) to "Y" intersection after about 25 kms. Turn left on to Barryville Rd (towards DOC information centre) about 1km, with cabins on left 200m down side road.

Accommodation. Fully contain cabins which sleep up to 6 or 7 per cabin, includes all kitchen utensils and fridge.

What to bring. Bedding or sleeping bags, Food and refreshments

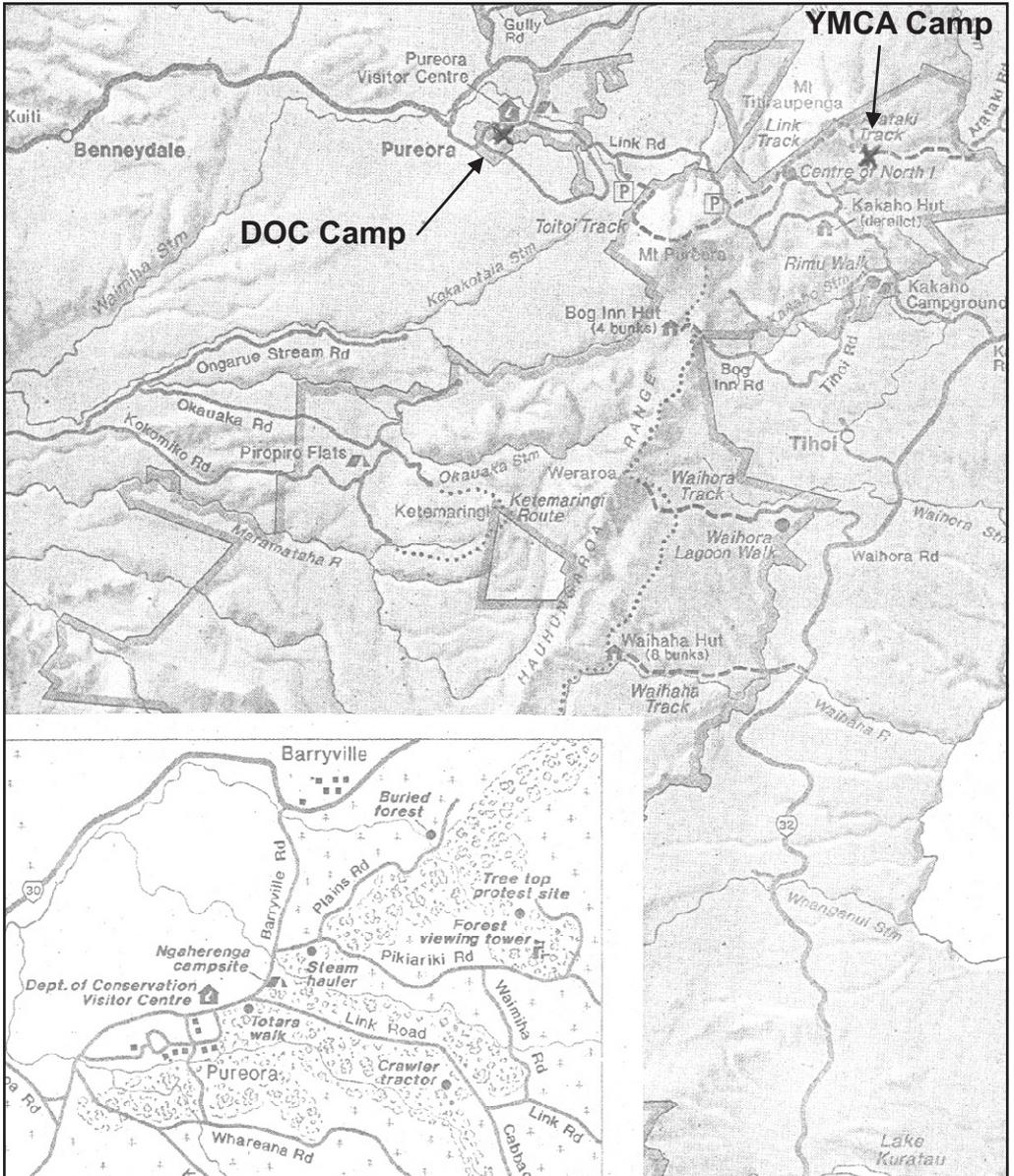
Price. \$10.00 per person per night

Payment. Full payment for accommodation is required by club night **May 9th**

Bookings. Beds are still available - please contact John Vruink on club night, or on phone 56701142 or 025 439 981

PUREORA FOREST MID-WINTER TRIP

QUEENS BIRTHDAY WEEKEND - Fri 1st - Sat 4th JUNE 2001



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

Welfare

The club would like to welcome into the world Vanessa and Pat Harris's baby boy.

Also, our thoughts are with the Wong Too family on the loss of Gary's mother.

This article appeared on the front page of the Hawkes Bay Today newspaper.

For Sale = 1 Very Damaged, Salt filled Unimog, Going cheap

A tour operator that takes tours around Cape Kidnappers in his Unimog here in the Hawkes Bay found out what happens to the even the biggest 4WD trucks when things go bad!

He was negotiating a section of the coast, approx 1km form the road when he asked his 17 passengers to hop out whilst he negotiated this difficult terrain. As you probably gather he become stuck fast on a rock and the tide was approaching fast, they abandoned the vehicle because he lost radio communications with other operators in the area, so he could not get sufficient help to recover the vehicle.

They went back the following day to try to salvage the Unimog, but did not succeed. They thought they would try the following day with heavy machinery. When they got

PUBLIC LIABILITY INSURANCE

I have been doing a little research into the clubs liability insurance of late and would like to share my findings with you all. This is my interpretation of what and who is covered and what the policy covers:

1) Who is covered ? The Club itself, extending to include officers, committee and individual members in a personal capacity, but only whilst carrying out the Club's business. Indemnity is also provided for actions against the Club by Members and for actions against members by other Members.

2) What is Insured ? We are covered for all sums we become legally liable to pay as a direct Compensation consequent on Personal Injury and/or Damage to Property. Pertinent points are:

- ! we must be legally liable
- ! direct compensation only is payable (Punitive or Exemplary Damages are not covered)
- ! cover is for Injury or for damage to property, including loss of use of property
- ! cover applies in New Zealand only
- ! liability must arise from an Event which is neither expected nor intended
- ! the Event must be in connection with the Club's activities

3) Liability for loss or damage to members own property is NOT covered.

4) We are not covered for liability for personal Injury arising from participation in or preparation for any performance contest, race, or display (eg Club Champs)

5) We are not covered for liability for personal injury or damage to property caused by or arising in connection with the ownership, possession, or use by any insured person of any vehicle which is, or should have been registered i.e this policy does NOT provide third party cover for your motor vehicle (each vehicle must have it's own comprehensive cover.)

6) The policy does not cover fines or penalties imposed under the Resource Management Act 1991.

To give a hypothetical example to try to explain what all this means:

If, while on a club trip, a forest catches fire as a result of our passing through that forest then the club can be held liable, and thus the club has cover under the policy. If, however, the fault can be pin pointed to one particular vehicle, then the owner of that vehicle will be held liable, and not the club, and therefor the club's policy will NOT provide cover. The vehicle owner must have their own third party cover through their own comprehensive motor vehicle insurance.

I trust this will have confused a number of you and will be available to answer any questions that I can on club night.

Ross van Waas

WESTERN HILLS 1 APRIL 2001

On Sunday morning 54 vehicles assembled at the end of Parkvale Rd, Karori for drivers briefing at 10.30 by our leader Tony Brown.

The first farm we drove through was Allan Alloway's. We headed up onto the first ridge where we had the only minor breakdown of the trip Craig Blacker driving a Toyota Ute had problems with the automatic free wheeling hubs, so decided to turn around and head back the way we had come. We dropped into the valley where we drove up the creek for a short distance before climbing up some steep grassy ridges to once again be on the top of a ridge line. This time the views were superb, we could see the top of the South Island, Terawhiti and Kapiti Island in the distance.

It was clearly a dry weather trip only wet grass would have made the climbs up the ridge lines really interesting. While driving around the tracks, we thought we'd seen the best sights, until we drove over the next ridge and saw the city, Hutt Valley and Baring Head before us. There was a spontaneous stop here everyone got out to enjoy the most fantastic view of the harbour and the city.

Shortly afterwards a lunch stop was called, on a flat topped ridge line. What made the trip and sights especially amazing was the wonderful windless waterless Wellington weather. (Eat your heart out Auckland).

After lunch we followed more tracks up and down and around. I noticed a gate we had been through before lunch, it reminded me of the trip to Ohinewairua Station near Taihape, when we managed to drive through the same intersection twice (all right, three times) but in the Western Hills it was just a loop we weren't lost.

On the way out we went down a small valley leading to the Takarau Gorge Rd. We passed some man made ponds with mai mai's built at their edges. But one of these ponds really looked interesting, not a large pond, but with two mai mai's facing each other. At those distances and with firepower from both sides I don't think there would be much duck left worth plucking let alone eating.

We'd like to thank Allan Alloway, Wellington City Council and Russell Hume for the use of their land. It was a great scenic ramble only 10 minutes from downtown Wellington. We really enjoyed the day.

Wayne Jansen and Rowan Anderson K146

Belt up, roll over, and stop slinging mud everywhere!!

Three issues have caused much confusion of late in the understanding of what is necessary to meet WoF requirements for modified vehicles. They are seat belts, roll cages and mudguards.....

So, here goes a simple explanation, (maybe ?), to give you a feel of the latest position. The caveat, though, is that the only way to work out if your vehicle is OK is either have it inspected or obtain the standards and do our own audit. If you are about to invest some funds, make sure you know the rules or you could be throwing good money after bad very quickly. Note also that the references I've used are in draft at the moment, they have not been ratified. They are the standards for Frontal Impact and Interior Impact.

The basic principle relates to the fact that if your vehicle is modified, or built from scratch and you need a warrant of fitness to drive it on the road, you need to conform to standards written by the Low Volume Vehicle Technical Association (Inc). LVVTA standards are prepared in cahoots with the LTSA by interested parties to include both MotorSport NZ (MSNZ) and the NZ4WDA. In some cases, the standards and WoF rules allow concessions under a system known as an Authority Card. In this article we'll discuss the one from MSNZ and another from the Hot Rod Association (HRA).

Let's deal with seat belts first. In order to get a WoF, the LVVTA standard for Frontal Impact requires "an approved multiple-sensitive emergency locking retractor lap and diagonal seat belt incorporating a web clamp retractor" for scratch built vehicles. The standard does not include full harness seat belts of any kind. Although the draft is not clear at the moment, the current MSNZ Authority Card permits the use of full harness belts, but the card is issued only,

1. if you hold a MSNZ competition licence (for which CCVC members are eligible, by the way)
2. for a vehicle with a MSNZ logbook (which tracks what's been done to it)
3. if the FH belt (and any roll cage) meet MSNZ standards (as per the MSNZ manual)
4. if the vehicle is used at least twice a year for its intended purpose

This is to ensure that vehicles which are clearly in breach of WoF requirements are used on the road by nominated individuals under the aegis of a controlling authority. Frankly, I think this is a very responsible and acceptable position.

Fancy a West Coast holiday?

Well then, contact Shaun Pollard as he is planning a week or two down the West Coast of the South Island doing a little four wheel driving on some of the Coast's best kept secrets. Current plans are for a January 12th 2002 departure.



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

CCVC Tyre Discounts



BRIDGESTONE

Firestone

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

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

Belt up, roll over, and stop slinging mud everywhere!! (Cont)
responsible and acceptable position.

Now let's deal with roll cages. These are covered under the LVVTA standard for Interior Impact. This standard is complicated in its detail, and requires the extensive use of a tape measure! Suffice to say that the rationale is that a roll cage should not reduce the safety of the "occupant cell" in the vehicle by having sharp and/or hard protrusions. The standard gives requirements for minimum radii (etc) and for impact absorbing material. There are no standards for the construction of a roll cage unless, of course, you need to satisfy MSNZ requirements for competition use, or you need an MSNZ Authority Card. A really interesting note in the standard states that LVVTA encourages the use of **externally** mounted roll bars and roll cages as a preferred alternative.

As for mudguards, alas there's little relief in sight although we'll continue the debate. We were under the impression that under an Authority Card issued by the HRA for hot rods, we might be able to wangle a concession for us to use wide tyres on the road too, without having to modify wheel arches. However, the HRA concession, apparently, applies only to pre-1935 replicas, to and from the event, and LTSA has been reluctant to extend it. I was told they have refused even to allow the same concession for hot rods pre-1940.

A couple of weeks ago I put forward a remit to the MSNZ AGCM in Christchurch for them to address this problem on our behalf. I will leave the remit in place because MSNZ should go in to bat for us on this issue, even though the advice is that this is one of those battles that looks hard to win. Those of us who have an additional set of wheels for off-road use should not have to modify our wheel arches needlessly. There is an obvious parallel to the HRA concession. So it's disposable rubber strips for some time to come, it seems.

Hope this helps.

Ian Hendra - MSNZ Liaison Officer

Cross Country Chronicle

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Committee Highlights.

60k Committee. *A discussion on the report in the last newsletter will be held next club night.*

Club vs Additional Officers. *You will notice that there are two types of committee officers listed on P2 of the newsletter. All are equal, but the club officers are expected to attend committee meetings whilst the additional officers aren't.*

Safety Policy. *First draft adopted by the committee, and to be tabled on club night - summary elsewhere in this issue of the Chronicle.*

Sub-Committee Reports. *See elsewhere (if they arrive in time) for individual reports from the four main sub-committees.*

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

NEW MEMBERS

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

Henry Chan
Ron Stewart

Jeep Cherokee
Jeep Wrangler

Cross Country Chronicle

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high elongation nylon recovery straps

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Offers similar elongation to nylon rope,
but requires less storage space.

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

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

100% New Zealand made

Bring in your club membership card and
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Standard lengths 6.0 metres & 9.0 metres
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NEW ZEALAND

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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
Cookes

New tyres
Strops, ropes and recovery
equipment

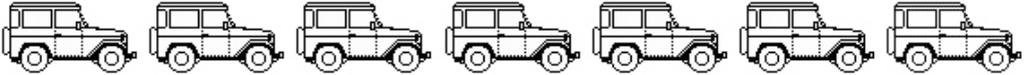
NZ Car Parts
Wellington 4WD Centre
BNT

Second hand car parts
4WD parts and service
Filters, vehicle parts and
accessories

TWL

Vehicle parts and accessories

Please show your membership card to obtain all discounts.



New & Used Parts, Accessories, Winches, Strops, Chains, etc



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Fax: 04 902 9243

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Of
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Rat
Quality
4WD
Equipment





Club Awards

Gumboot: Ewan who put 50+ litres of petrol into his diesel truck and only realised his mistake when he went to pay for it and found it cost more than usual!

Orange Roughy: John Hughes who succeeded in rolling his trial car on the street while testing his brakes.

Golden Kiwi(s): Gary & Wayne

TIPNEY RUN MORE EXPERIENCE THAN REQUIRED FOR A SHINY! LONG GULLY/SOUTH COAST WITH THE VALLEY 4WD CLUB

21 April 2001

After hosting a successful trials event as part of the National Champs, the Valley 4WD Club put on a BBQ on the South Coast and invited helpers and volunteers from the Trials Day as a thankyou gesture. We decided to take them up on the offer and after fixing the Pajero's brakes, replacing a tyre and getting the steering wheel back on the right angle with a wheel alignment after the Akitio trip were all set to go. A leisurely 10.00am meet at the wind turbine was tempered by the 10deg southerly and odd spot of rain. These Valley 4WD'ers are tough - half them showed up wearing shorts! We had about a dozen vehicles ranging from very shiny to trials machines with several more to arrive for lunch at midday or so.

The idea was for the group to split up into two - one going down to the coast to play in the sand and the other to muck around on the Long Gully site. At the airstrip Ross van W called that he was taking the firebreak track to the right and would meet us at the end. We duly met him there shortly afterwards and everyone decided what they were going to do for the morning before meeting about 1.00 o'clock for the BBQ at Steve's (the farmers) batch on the beach for the BBQ.

Ross was very keen to go back over the ridge on the fire break track and we decided to follow him. By the time we manoeuvred out of the parked vehicles he was already on his way up the hill and we heard later that some watching thought they must have filled in the ruts that were just around the first corner, he made it look so smooth. We corrected that impression with the LWB getting seriously cross-axled and rearing up on that steep little climb. Second attempt made it successfully and we completed an interesting drive which at one point runs along a ridge which is one vehicle wide and has a serious drop off on each side. The views might have been quite good if we weren't in the cloud!

Following that we took the road off the northern end of the airstrip - we checked the angle on the way down and it's a 30 degree slope - enough to seriously test the engine braking on the diesel. We climbed back up the other side of the stream and ended up at the

Trip Categories

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

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

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

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



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Cross Country Chronicle

TIPNEY RUN MORE EXPERIENCE THAN REQUIRED FOR A SHINY!
(Cont)

motocross track where there were a few hardy motorcyclists racing around in the cold. From there we went down Weta Creek (I think I had been down there once before on a trip Marcus took), nice little drive - tested the steel channel we'd replaced the rear bumper with a couple of times as the rear overhang put it into the ground. No problems - the original bumper would have been seriously rearranged on a couple of those rocks. Need to add new springs to the shopping list, the originals are sagging a bit.

We got back into Long Gully about 11.30 and found four or five other vehicles driving around parts of the trials

obstacles - two Suzuki's (Steve in the white one being towed out of the mud) and Brian and the other trials buggy taking people for rides (or letting them drive). We watched for a bit and then all decided to head down to the beach for the BBQ. Unfortunately it was easy to get down to where we were parked but not so easy to get out. There were three options - the high road which had a nasty ditch across which I knew we wouldn't get through and Ross made it look hard in the SWB, the low road through the mud where Steve was stuck again and the middle road which was where we'd come down which now looked quite a challenge. It was slightly sidling with a muddy patch to complicate things.

The first attempt resulted in the rear end swinging around in the muddy bit to point us straight up hill and going nowhere. Reverse out and the second attempt, which was a little more determined as you do, bounced the front end enough to jump it to the right a little, another bounce and we were suddenly across the slope, just enough time to swear, receive some terse instructions from the co-driver and the Pajero decided to lay down! Fell over on the drivers side, right on a large flattish (fortunately) rock which smashed the drivers window, the mirror and put a nasty kink in the door pillar. Realising I was still trying

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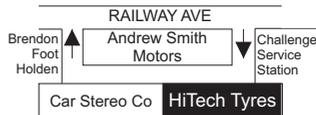
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22 Railway Ave
Lower Hutt

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TOTAL SATISFACTION GUARANTEED

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TIPNEY RUN MORE EXPERIENCE THAN REQUIRED FOR A SHINY! (Cont)

to drive and the vehicle was now not going to get up the hill I decided to switch the motor off - good thinking if a little slow. This is called experience.

Neither of us suffered an injury but Barbara was getting a bit stressed hanging in her seat belt. By then we had others there to help and slowly got out of the wagon. Ross got his winch on the chassis rail and pulled it back onto the wheels and then towed it on to flat ground. There was no sign of engine oil running out, just power steering fluid, so after a couple of minutes to settle things down we turned the key and it started and ran as if nothing had happened, well - for about thirty seconds. Suddenly starting blowing a lot of blue smoke and then the engine hit full revs! Realised later that some oil had drained into the turbo, been sucked through the intercooler and ignited once it got into the cylinders. Obviously not enough oil to cause a serious problem luckily.

Experienced enough now to judge that it was better to get stuck and towed on the high road, we gave the middle road a miss when leaving the second time. Ross towed us across there as well - thanks for all the help Ross! Got back on the road and the steering wheel is now turned a little to the right - just had the wheel alignment done the day before, didn't last 24 hours! Got down to the beach for the BBQ only about 20 minutes later than planned and already seemed that little tip was feeling like a dream - did it really happen? Damage to the Pajero was not looking too bad, Barbara and I had long recovered and were into lunch. At the site once we were running again and everything looked settled, it was "OK - let's go get lunch". No worries, just another day off-road.

After a great BBQ, and rather pleasant weather - the southerly was just a gentle breeze, we split up again with some vehicles heading out through Red Rocks, some straight up Long Gully and seven of us heading up Weta Creek and then up around Hawkins Hill (back into the clouds). This was one of the most worrying parts of the day as we passed a car which was blocking the road to stop traffic because there was a rally car driving it. By the signs of wheelspin and sliding he was not travelling slowly (compared to rally cars, 4WD's have no impact on gravel roads). I put the lights on high beam and let Andrew Gee get a long way ahead until we passed the car stopped on the side of the road. It was Joe McAndrew taking paying passengers for a real rally car ride - only \$180 per heart attack!

Now Monday, filed a claim with AMI this morning and take the wagon in for assessment tomorrow. No worries with the insurance, looks to be fully covered as expected but you don't know for sure until it happens. Some lessons for us from this experience? Three important ones which stood out for me; always wear a safety belt, never under estimate anything which even looks like a sidling, and it was nice to have everything properly secured - the only things flying loose were floor mats and swear words. And of course I wondered if I could have prevented it, possibly - but the only certain way was to either have stayed home or gone down to the beach. Staying at home meant I'd have had to do some more on the deck plenty of other time for that. So probably should have gone down to the beach, I'll try to get it right next time.

Thanks to Valley 4WD Club for the BBQ and a more experience-full day than usual (well that was my contribution I guess).

Neil and Barbara Blackie K177

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

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

EXTREME 4WD ADVENTURES NZ LTD CROSS COUNTRY ENDURO

Sunday October 7th, 2001

at the

Extreme 4WD Adventure Park

606 Peak Road

Helensville

Auckland

Promoter: Russell Biggs

The Extreme 4WD Enduro event is to be run in two separate classes:

Class 1: Allcomers (minimum driver and one crew per vehicle)
Two vehicles per team

Class 2: Road legal 4x4's (Minimum driver and one crew per vehicle)
Three vehicles per team

Event Description:

The event is designed to create a challenge of driving skills and teamwork together with expertise in recovery techniques.

It is not a high speed event and speed will be limited by course design and other means. The course will be wide enough for teams to overtake each other safely.

The course will be set to ensure that a number of sections cannot be driven without assistance and cooperation between team members. Winches can be used but are not compulsory as the general course set up will allow "teams recovery competition" style of procedures to be used.

Teams will start at regular intervals and the winning teams will be decided by the time taken to complete the course by the last vehicle in the team to cross the finish line. All vehicles in a team must complete the course and cross the finish line to qualify for a placing.

The number of laps for each class will be decided on the day to ensure a fair competition.

The number of entries is limited and will close when full on a first in first served basis.

Contact Alan for further details and Entry Forms

Cross Country Chronicle



These pictures are from Tony's Wellington Western Hills trip in April.



Grease: An Overview

by John Barron

Grease is a lubricant. It is produced by combining lubricating oil, additives (e.g., Molybdenum Disulfide), and a soap. The lubricant in most greases is a (petroleum based) mineral oil, although some greases use synthetic lubricants. The soap emulsifies the lubricating portion and thickens it. The type of soap used in making the grease is one way in which greases are classified. For example, a lithium soap is used in a "lithium grease". The actual lithium soap is properly known as 12-Hydroxystearate, other greases will use other types of soaps, for example, aluminum.

Greases made with different types of soaps will usually be incompatible and cause the grease to liquify or fail in some other way. Liquified grease will not adhere to the intended surfaces and the result will be that the parts will not be sufficiently lubricated and fail as a result. Other grease failure problems can be related to contamination (water, dirt, oil etc), infrequent changes, overheating, mechanical shear and other forces. There are many additives that can be put into grease to give each type of grease unique properties. This also make some greases much more suited certain types of jobs than others. Some of these additives may be colourants, corrosion inhibitors, helping the grease resist shear forces, make it more tenaceous, help it resist water contamination etc...etc...

Molybdenum Disulfide (a.k.a. "Moly") helps the grease film carry a load and is most often a grey to grey-black in colour. Other greases, such as wheel bearing grease, may be green, blue, yellow, red, white, or another colour depending on the colour of the lubricating portion or the colourant used. Colours can help to identify what type of grease has been used but are widely variable and, as such, are not a reliable indicator.

A few more grease notes...

NLGI stands for the National Lubricating Grease Institute, they are a body that sets standards for greases. The viscosity of grease, as labeled by NLGI, ranges from No. 000 (runny) to No. 6 (very thick, almost solid). The viscosity is quite important to the application so use the right one.

No not all greases are compatible. If you don't know what type is there, then replace it with the correct (and known) type of grease as specified by your owners/service manual. Make sure you use the right viscosity.

For Sale

LWB Nissan Safari
\$2,500

Ph: Ken McAdam
04 028 8021

Beg, Borrow or Steal

A small plea for help. Is there any among you from who I might be able to beg, borrow, steal or even hire for a modest fee, a car transporter for use over Queens's Birthday weekend, ie 1/6/01 to 4/6/01.

Please contact Ross Van Waas: 04 237-4000

Cross Country Chronicle

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: South Coast Family Trip

Venue: Long Gully etc

Category: Family Shiny

VEHICLE CLUB
Wellington (inc)

Trip Leader: Marcus Steeneken

Phone: 04-569 7432

Callsign: K33

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point Owhiro Bay – through gate, by old Quarry buildings

Meeting Time Date: Sat 19 May 2001 Time: 09:30

Drivers Briefing Date: Sat 19 May 2001 Time: 09:45

Trip Departure Date: Sat 19 May 2001 Time: 10:00

Alternative Meeting Point _____

Date: _____ Time: _____

Expected Finishing Point Could Owhiro Bay, Karori or Brooklyn.

Date: Sat 19 May 2001 Time: 16:30

Fuel required for: 1 Kms / Days Fuel available at: Gas Tank

Food required for: 1 Days Food available at: Chilly Bin

Drinks required for: 1 Days Drinks available at: Chilly Bin

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions: _____ Possible vehicle damage expected on trip:

- 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 _____

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

- Trip suitable for:
- Novice drivers
 - Average drivers
 - Experienced drivers

- Pets:
- No
 - Yes
 - Only if kept in vehicle

- Vehicle type:
- Any vehicle
 - SWB only

Dry Wet

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

Track type:

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

Optional

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

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Up the Steep & Slippery

Venue: Akatarawa Forest Category: Hard Yakka

Trip Leader: Colin Landy Phone: 04-299 8188 Callsign: K1

Bookings Required: No Yes Book with Grant on 233 1192 by: Fri 18 May

Limited Numbers: No Yes

Trip Meeting Point: Maungakotukutuku Gate

Meeting Time Date: Sun 20 May 2001 Time: 8:30 am

Drivers Briefing Date: Sun 20 May 2001 Time: 8:50 am

Trip Departure Date: Sun 20 May 2001 Time: 9:00 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: Maungakotukutuku Gate

Date: Sun 20 May 2001 Time: Sunday, maybelate

Fuel required for: 30/1 Kms / Days Fuel available at: Paraparaumu

Food required for: 1 Days Food available at: Paraparaumu

Drinks required for: 1 Days Drinks available at: Paraparaumu

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

Possible vehicle damage expected on trip:

- 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 _____

- 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:

Pets:

Vehicle type:

- Novice drivers
- Average drivers
- Experienced drivers

- No
- Yes
- Only if kept in vehicle

- Any vehicle
- SWB only

Dry Wet

Vehicle requirements:

Track type:

- 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

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | Clay or mud |
| <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | Deep mud holes |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Average ascents/descents |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Steep ascents/descents |

Notes: Adult navigator mandatory, able to rig strops and winch ropes and operate winches.
Tree protectors mandatory, Tubes or beadlocks mandatory.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Puketiro Recce

Venue: Akatarawa Forest Category: Special

Trip Leader: Grant Purdie Phone: 04-233 1192 Callsign: K71

Bookings Required: No Yes Book with Trip Leader before: Fri 24 May

Limited Numbers: No Yes

Trip Meeting Point Bulls Run Road or Battle Hill

Meeting Time Date: Sun 27 May 2001 Time: Ask Trip Leader

Drivers Briefing Date: Sun 27 May 2001 Time: Ask Trip Leader

Trip Departure Date: Sun 27 May 2001 Time: Ask Trip Leader

Alternative Meeting Point
Date: _____ Time: _____

Expected Finishing Point Bulls Run Road or Battle Hill
Date: Sun 27 May 2001 Time: Ask Trip Leader

Fuel required for: 1 Kms / Days Fuel available at: _____

Food required for: 1 Days Food available at: _____

Drinks required for: 1 Days Drinks available at: _____

Land Access Fee: Nil 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"/> No damage likely |
| <input checked="" type="checkbox"/> Light rain/wind ok | <input checked="" type="checkbox"/> Some bush marks possible |
| <input type="checkbox"/> Rain, hail or snow "We go" | <input checked="" type="checkbox"/> Some damage to sills & corners possible |
| <input checked="" type="checkbox"/> Subject to landowners discretion | <input type="checkbox"/> Heavy bush marks & scratches expected |
| <input type="checkbox"/> Listen to radio cancellation service | <input type="checkbox"/> 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 type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: This trip is to work out where we could dig cut-off drains for WRC and to scout for a possible new Slippery Forest track. There won't be much driving. Date might be changed due to endure.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Club Champs Round 1

Venue: To be advised at Club Night Category: Club Champs

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ian Hendra Phone: 04-934 5195 Callsign: K169

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

Limited Numbers: No Yes

Trip Meeting Point Details to be announced at Club Night

Meeting Time Date: Sun 27 May 2001 Time: _____

Drivers Briefing Date: Sun 27 May 2001 Time: _____

Trip Departure Date: Sun 27 May 2001 Time: _____

Alternative Meeting Point _____

Date: _____ Time: _____

Expected Finishing Point Details to be announced at Club Night

Date: Sun 27 May 2001 Time: _____

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

Food required for: _____ Days Food available at: _____

Drinks required for: _____ Days Drinks available at: _____

Land Access Fee: tba Per vehicle/day Camp Fee: Nil Per person/tent/night

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

- 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 tba

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

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

Track type:

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

Notes: Come to Club Night on Wednesday 9 May for all the details.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Pureora Forest Mid Winter Trip

Venue: Pureora Forest Park Category: All

Trip Leader: John Vruink Phone: 04-567 1142 Callsign: K37

Bookings Required: No Yes Book with Trip Leader by: Wed 9 May

Limited Numbers: No Yes

Trip Meeting Point Club 4x4 and Hard Yakka: DOC Camp. Shynys: YMCA Camp

Meeting Time Date: Fri 1 June 2001 Time: _____

Drivers Briefing Date: Sat 2 June 2001 Time: 9:00 am

Trip Departure Date: Sat 2 June 2001 Time: 9:30 am

Alternative Meeting Point Nil

Date: _____ Time: _____

Expected Finishing Point DOC or YMCA Camps

Date: Mon 4 June 2001 Time: 1:30 pm

Fuel required for: 3 Kms / Days Fuel available at: Bennydale

Food required for: 3 Days Food available at: Bennydale

Drinks required for: 3 Days Drinks available at: Bennydale

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: \$10 DOC } Per person per
\$5 YMCA } night

Weather restrictions: Possible vehicle damage expected on trip:

- 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 _____

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

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

Vehicle requirements:

- Tow hooks, front & rear
- Recovery 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 an advantage
- 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 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 checked="" type="checkbox"/>	<input type="checkbox"/> Average ascents/descents
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Steep ascents/descents

Notes: Please note which accommodation you have been allocated if unsure please contact John Vruink. Map showing location of each camp and also details of what is required in Club Newsletter.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Whitemans' Wander

Venue: Whitemans' Valley Category: Club 4x4

Trip Leader: Antony Royal Phone: 04-238 4589 Callsign: K94

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

Limited Numbers: No Yes

Trip Meeting Point 615 Whitemans Valley Rd

Meeting Time Date: Sunday 3rd June 2001 Time: 9:30

Drivers Briefing Date: Sunday 3rd June 2001 Time: 9:15

Trip Departure Date: Sunday 3rd June 2001 Time: 10:00

Alternative Meeting Point _____

Date: _____ Time: _____

Expected Finishing Point _____

Date: Sunday 3rd June 2001 Time: 4:30 approx

Fuel required for: 1 Kms / Days Fuel available at: Silverstream

Food required for: 1 Days Food available at: Silverstream

Drinks required for: 1 Days Drinks available at: Silverstream

Land Access Fee: \$10.00 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 type="checkbox"/> No damage likely |
| <input type="checkbox"/> Light rain/wind ok | <input checked="" type="checkbox"/> Some bush marks possible |
| <input checked="" type="checkbox"/> Rain, hail or snow "We go" | <input checked="" type="checkbox"/> Some damage to sills & corners possible |
| <input type="checkbox"/> Subject to landowners discretion | <input type="checkbox"/> Heavy bush marks & scratches expected |
| <input checked="" type="checkbox"/> Listen to radio cancellation service | <input type="checkbox"/> Body damage from rocky/dirt banks expected |
| On Newstalk ZB 1035AM at <u>7:30</u> | |

- | | | |
|---|--|---|
| Trip suitable for: | Pets: | Vehicle type: |
| <input type="checkbox"/> Novice drivers | <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Any vehicle |
| <input checked="" type="checkbox"/> Average drivers | <input type="checkbox"/> Yes | <input type="checkbox"/> SWB only |
| <input type="checkbox"/> Experienced drivers | <input type="checkbox"/> Only if kept in vehicle | |

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 type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: The property is in the middle of Whitemans Valley so you can approach it from either end.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Training Module #2plus Trip

Venue: Akatarawa Forest Category: Training

VEHICLE CLUB
Wellington (inc)

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

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

Limited Numbers: No Yes

Trip Meeting Point Totara Park Bridge

Meeting Time Date: Sat 9 June 2001 Time: 9:30 am

Drivers Briefing Date: Sat 9 June 2001 Time: 9:45 am

Trip Departure Date: Sat 9 June 2001 Time: 10:00am

Alternative Meeting Point
Date: _____ Time: _____

Expected Finishing Point Totara Park Bridge
Date: Sat 9 June 2001 Time: 4:00 pm

Fuel required for: 1 / Days Fuel available at: Upper Hutt

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

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

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions: Possible vehicle damage expected on trip:

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

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

- Trip suitable for:
- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

- Pets:
- No
 - Yes
 - Only if kept in vehicle

- Vehicle type:
- Any vehicle
 - SWB only

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

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

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Odlins Side Track

Venue: Odlins Road

Category: Club 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Steve Mitchell

Phone: 04-577 3244

Callsign: K3

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point Akatarawa Saddle

Meeting Time	Date: <u>Sun 10 June 2001</u>	Time: <u>08:30</u>
Drivers Briefing	Date: <u>Sun 10 June 2001</u>	Time: <u>09:45</u>
Trip Departure	Date: <u>Sun 10 June 2001</u>	Time: <u>09:00</u>

Alternative Meeting Point _____
Date: _____ Time: _____

Expected Finishing Point Akatarawa Saddle
Date: Sun 10 June 2001 Time: 16:30

Fuel required for: 10 Kms / Days Fuel available at: _____

Food required for: 1 Days Food available at: _____

Drinks required for: 1 Days Drinks available at: _____

Land Access Fee: Nil 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 type="checkbox"/> No damage likely |
| <input type="checkbox"/> Light rain/wind ok | <input checked="" type="checkbox"/> Some bush marks possible |
| <input checked="" type="checkbox"/> Rain, hail or snow "We go" | <input type="checkbox"/> Some damage to sills & corners possible |
| <input type="checkbox"/> Subject to landowners discretion | <input type="checkbox"/> Heavy bush marks & scratches expected |
| <input type="checkbox"/> Listen to radio cancellation service | <input type="checkbox"/> Body damage from rocky/dirt banks expected |
- On Newstalk ZB 1035AM at _____

- | | | |
|---|--|---|
| Trip suitable for: | Pets: | Vehicle type: |
| <input type="checkbox"/> Novice drivers | <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Any vehicle |
| <input checked="" type="checkbox"/> Average drivers | <input type="checkbox"/> Yes | <input type="checkbox"/> SWB only |
| <input type="checkbox"/> Experienced drivers | <input type="checkbox"/> Only if kept in vehicle | |

Dry Wet

- | | | |
|--|-------------------------------------|---|
| Vehicle requirements: | Track type: | Optional |
| <input checked="" type="checkbox"/> Tow hooks, front & rear | Mostly | <input type="checkbox"/> Gravel |
| <input checked="" type="checkbox"/> Recovery strop, Shovel | <input checked="" type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input checked="" type="checkbox"/> First aid kit, Fire extinguisher | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input checked="" type="checkbox"/> Roll bar / cage for soft/open tops | <input checked="" type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input type="checkbox"/> Roll bar / cage for all vehicles | <input type="checkbox"/> | <input type="checkbox"/> Creeks, small rivers |
| <input type="checkbox"/> Any tyres suitable | <input type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input checked="" type="checkbox"/> Mud tyres preferable | <input type="checkbox"/> | <input type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> Good mud tyres essential | <input checked="" type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> Winch required | <input type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |
| <input type="checkbox"/> Extra recovery gear an advantage | <input type="checkbox"/> | |

Notes: Please bring picks, shovels, chain saws etc.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Ladies' Training Day

Venue: Cannon Point

Category: Hard Yakka

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 Point Bridge

Meeting Time

Date: Sun 10 June 2001

Time: 09:30

Drivers Briefing

Date: Sun 10 June 2001

Time: 09:45

Trip Departure

Date: Sun 10 June 2001

Time: 10:00

Alter native Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park

Date: Sun 10 June 2001

Time: 16:30

Fuel required for: 50/1 Kms / Days

Fuel available at: Upper Hutt

Food required for: 1 Days

Food available at: Upper Hutt

Drinks required for: 1 Days

Drinks available at: Upper Hutt

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

Possible vehicle damage expected on trip:

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

- 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:

Pets:

Vehicle type:

- Novice drivers
- Average drivers
- Experienced drivers

- No
- Yes
- Only if kept in vehicle

- Any vehicle
- SWB only

Dry Wet

Vehicle requirements:

Track type:

- 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

Mostly Some

Optional

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

- 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: Entry Restricted to Ladies Only

TripDatabase

From: 10/5/2001

To:

31/7/2001

TripStarDate	Days	TripName	TripCategory	TripPlace	TripLeader	Status	TripNotes	TripID
Thu 17/05/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C		452
Sat 19/05/01	1	South Coast Family Trip	Family Shiny	Long Gully & South Coast	Marcus Steeneken	C		468
Sun 20/05/01	1	Up the Steep & Slippery	Hard Yakka	Akatarawa Forest	Collin Landy	P		469
Thu 24/05/01	1	Foxton Beach Coast Care Committee	Meetings	Foxton		C		470
Sat 26/05/01	1	Pukeiro Recce	Special	Akatarawa Forest	Grant Purdie	T	Limited Numbers.	472
Sun 27/05/01	1	Round 1	Club Champs	tba	Ian Hendra	P		471
Tue 29/05/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	C	Roger to advise location.	391
Fri 01/06/01	4	Queen's Birthday Away Trip	All	Pureora Forest	John Vruink	C	Bookings required.	431
Sun 03/06/01	1	Whiteman's Valley Family Trip	Club 4X4	Whiteman's Valley	Antony Royal	P	Access to be arranged	466
Tue 05/06/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		401
Sat 09/06/01	1	Training Module 2 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P		461
Sun 10/06/01	1	Odlins Side Tracks	Club 4X4	Odlins Road	Steve Mitchell	P		473
Mon 11/06/01	1	ARAC	Meetings			C		343
Wed 13/06/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		396
Sat 16/06/01	1	Round 1	Manufacturer	tba	Ian Hendra	P		474
Sun 17/06/01	1	Akatarawa Family Adventure	Family Shiny	Akatarawa Forest	Lynn Phillip	P		475
Sun 17/06/01	1	Deadwood Ridge	Shiny 4X4	Akatarawa Forest	Ron Wadham	P		476
Tue 19/06/01	1	North Island Challenge Committee Meeting	Meetings			C		523

TripStarDate DaysTripName TripCategory TripPlace TripLeader StatusTripNotes

Trips

Thu 21/06/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C	453
Fri 22/06/01	3	Remote Recce	Hard Yakka	Thompson's Track, Bay of Plenty	Andy Cockroft	P	440
Sun 24/06/01	1	The Big Down & Up Again	Club 4X4	Akatarawa Forest	Roger Seymour	P	477
Tue 26/06/01	1	ARAC/WRC Liaison Meeting	Meetings			C	478
Tue 26/06/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P	392
Sat 30/06/01	1	Puketiro Slippery Forest	Hard Yakka	Akatarawa Forest	Grant Purdie	P	479
<hr/>							
Tue 03/07/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C	504
Sat 07/07/01	1	Training Module 3 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	P	487
Sun 08/07/01	1	Round 2	Club Champs	tba	Ian Hendra	P	480
Wed 11/07/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C	493
Sun 15/07/01	1	Novice & Co-Pilots' Gymkhana	Gymkhana	tba	Lynn Philip	P	482
Sun 15/07/01	1	Odlins Side Tracks	Club 4X4	Odlins Road	Marcus Steeneken	P	481
Thu 19/07/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C	510
Sun 22/07/01	1	Ride the Ridge	Family Shiny	Eastern Hills	Ron Wadham	T	483
Sun 22/07/01	1	Terawhiti Family Trip	Shiny 4X4	Terawhiti Station	John Vruink	T	484
Tue 24/07/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P	499
Fri 27/07/01	3	Kariori Kapers	All	Central Plateau	Phil Lewton	P	526
Sun 29/07/01	1	Puketiro Slippery Forest	Hard Yakka	Akatarawa Forest	Grant Purdie	P	486
Tue 31/07/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C	505

Start to make this new track.

Big challenge to arrange access first!

More work making this new track.



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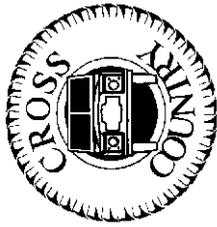
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