



VEHICLE CLUB
Wellington (inc)



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April 2003

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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PO Box 38-762, Te Puni, Wellington



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**The club meets at 7:30pm on the 2nd Wednesday of each month
at the Petone Working Mans Club, Udy Street, Petone.**

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:

**Jim Johnson 04 938 9404 (home) or 021 389 404
Gavin Holden 04 478 4666 (hm) or 04 383 6554 (wk) or 025 249 1959**

DISCLAIMER

The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, its 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 its Editor.



Editorial Ramblings

Another month gone and another newsletter just about complete (this is the last thing I write usually). I hope everyone has been out there getting dirty - unfortunately I haven't as I'm trying to get some building projects completed at home. But as some big dude says "I'll be back!"

No doubt there are some good trips planned in the next month, and everyone should mark both the upcoming club AGM and the awards nights to their calendars. Our honourable entertainment officer has outdone himself and is offering a set of mud tyres as a prize on the awards night, so with that incentive who can resist the invitation.

We have another good selection of trip reports in this issue, so I'd like to thank those who sent them in - its one of the things people love to read so keep sending 'em in!!!

Alan...



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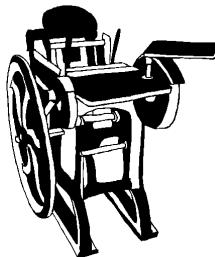
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Cover photo: This shows the club set up at the Pauatahanui Food and Farm Festival at battle Hill last month.

Cross Country Chronicle

President's Piece - April 2003

The year is racing by, already a quarter of the way through. Its been a great summer most of the way and we've had lots of trips, keeping to our main objective of providing 4wd trips and events for members.

As always, thanks to the trip organisers, trip leaders and helpers who put in such a lot of work for the rest of us. Also a big vote of thanks to our friendly land owners and land managers who kindly allow us on their land.

Now that we have better clarity on the timing of the NZ4WD Association's AGM, we've changed our plans again and have scheduled our 2003 AGM for 14 May, following an abbreviated club night. We now plan to have the big discussion on the merits of joining the Association and/or staying with Motorsport at the 11 June club night and we expect that the club will make its decisions that night.

Meanwhile, as discussed at the last club night, anyone with strong views is asked to come along to meetings of the Safety, Motorsport and NZ4WDA Committee to work through the issues, rather than bog down our club nights with the repetitive arguments. Remember that most people don't want to sit through long debates on these things.

Jeff Simpson, now helping Roger with the Treasurer job, has done some number crunching with our interim budget for 2003 and worked it through with the committee. There are a number of factors and scenarios, fairly closely tied to the decisions on Motorsport and the Association, so the setting of our annual sub will result from these decisions. Therefore we will also try to agree the sub at the June club night.

We've had an unfortunate delay with producing the results from the members' survey - thanks to the late arrival of a large number of responses poor Jeff has had to start again with the analysis, which he plans to review at the next committee meeting and then present to the club in May.

During the last month we had a couple of incidents where the landowner's conditions of access were not followed by a few members. In reviewing these incidents, it was clear that there are some areas in our operations that need improvement, mainly around ensuring that everybody on a trip understands exactly where we are authorised to go and where we are not authorised to go. Along with this goes the obvious need for members to be diligent about keeping to the conditions of access for each property and each trip - if we don't keep to the land owner's rules then we can't expect to be welcomed back again.

As the old saying goes: "*Abuse it and you'll lose it*". This means that it is up to every one of us to remember that our own actions could lead to the loss of access for everyone. So please take this seriously, be proactive, ask the trip leader for more detailed briefing if anything is not clear.

Well I've ended up sounding a bit negative. I make no apology - these are important factors in running our club successfully. And how do we measure success? By providing lots of trips, by retaining land access and obtaining extra land access and by keeping safe. We reckon we do all this pretty well and that all our members benefit from it. So it is worth paying attention to the details.

Here's to lots of off-roading...

Grant Purdie, Club President, 2 April 2003



Trip Categories

The Committee decided in May 2002 that the trip category definitions will be enforced, for safety reasons. The Committee also decided that any *additional* requirements for each trip as detailed on the Trip Information Sheet for the trip will be enforced. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. This will be shown in the details on the Trip Information Sheet. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply.

The updated trip category definitions are included towards the end of the Chronicle, with the trip information sheets and



OOPS!!!



Equipment Required

In accordance with club policy, 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.

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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 vehicle spacing on public roads to ensure that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.

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136B Jackson St
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G Guy Motors
61-63 Thorndon Quay
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Ph. 04 472 2020

Upcoming Events

Apr 13: Valley Safari. Feilding Rotary Club day family-type trip out of Apiti. Contact 06 328 8082 or 06 323 1422 evenings

Apr 18-20: Jamboree. Central zone NZ4WD Association, SH43, 36km east of Stratford. Contact Andrew Gee 04 476 8853 or ageee@xtra.co.nz

Apr 20: Silverstone Race to the Sky. The 6th international hillclimb in the Cardrona Valley. Scrutineering and vehicle display April 18, practice April 19. \$25 per day. Ph 03 441 1449 or info@racetothessky.com

Apr 20: NZ4WD National trials series finals. Contact Whangarei 4WD Club.

May 3-4: NZ4WD Magazine Northland Readers Trip. Forests in the Whangarei area, same trip both days. Phone 09 478 4771 or email sam@adrenalin.co.nz

May 4: 4WD Charity Safari. Nelson area for the Nelson-Marlborough rescue helicopter. Contact Nelson 4WD Club, PO Box 228, Nelson or Eric Sullivan 03 545 1055

May 31: Taihape Rotary 4x4 Family Day in Army Training Area, Waiouru. Contact Taihape Rotary Club, PO Box 1, Taihape

Aug 8-9: NZ4WD Magazine Auckland Readers Trip. Explore the Woodhill Forest, same trip both days. Phone 09 478 4771 or email sam@adrenalin.co.nz

May 3-4: NZ4WD Magazine Rotorua Readers Trip. Forests in the Rotorua area, different trips each day. Phone 09 478 4771 or email sam@adrenalin.co.nz

May 3-4: NZ4WD Magazine Wellington Readers Trip. Akatarawa Forest, same trip both days. Phone 09 478 4771 or 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 event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

It's All Just For Fun eh - Leroy - March

So did ya miss me? I bin on holiday, well that's a kind way to put it, parked up in the bleedin' garage wif me wheels off, couldn't even get over to try me chances with ZRed1 (I's really just after the sweet V6 motor mind you). His Nibs 'as now done the front brakes, for better or worse – get's me out on the road and has to test 'em out see. Get up some speed, jam on the brakes. Get up some speed, jam on the brakes. Round the block, jam on the brakes. Stop so quick I almost spews me guts, friggin basket, give it up mate, they work OK!! Wearin' out the tyres too. There's a thought, it's those tyres caused me a problem in the first place – finally managed to get them off ol' Paj (I hear they call him the fridge freezer hahaha!), anyway, turns out they're bleedin' hopeless, guess he got the last laugh. Bit rough tho' when it ended up wif us all fallin' over that bank. Basket – I'll get him back. Scared His Nibs so much all his hair fell out! Well I guess that's what it was. Scared me when I first saw him wif it off.

I got a few other debts to settle too now after that event run by Jim Carna (some people got daft names eh). Went out for the weekend to a couple farms around Levin – dry as they was. Dust everywhere until we got on the grass and then it was cow shite as far as the tyres could roll (reminds me of when I's on the farm as a nipper, good memories but Her Nibs wasn't so keen on that aroma eh).

That Aussie motor's had a problem wif the temperature sender for a while so I'd disconnected it, His

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Nibs finally figured that and decided to check it out – it was a bleedin' hot day and we was climbing some long hills. You'd fink he's eyesight would be up there for such a young bloke but he had to get Howard to find the wires. Tightened up the loose nut and WHANGG!, the temp gauge needle bends itself round the top stop pin! Bit a concern there for a mo until he works out somethin's faulty as the motor's not runnin' hot at all – did I tell ya he's not the sharpest chisel in the shed?

Anyways, we're all breathin' dirt, getting' hot, smellin' the "fresh" air but enjoying a nice day out, great views yadayadayada. Can't help but notice it's always the men drivin' – why's that – does drivin' interfere wif talking? Best part was catchin' up wif the other wagons, few new ones about, hard to remember all the names eh. All tellin' lotsa stories – went up there, two wheels, window deep mud, vertical, horizontal, roll, screamin' etc – do people stretch it too? Got up early to drive back to Jim Carna's event on Sunday, a cracka day again.

Got to Jim's place on time, about 25 others there all keen to go. Actual, I was keen for a snooze after getting up early but the whisper of a competition get's the fuel flowin'. A course we weren't competing, it was just for fun, that's right eh. Not about winning, no, no, no. Then why was we going so fast around that speed course? Why was I all fours off the ground up that bank at the top peg? Why was she screamin' as we slid around the corner and had em all locked up over the finish line? Oh – just testing the brakes – yeah right. Got beat by that crazy man Russell in his Vitara – His Nibs needs more practice on the starts.

Now as for those debts – I had trouble with that chap Purdie before, wakin' me up when I'd lay down for a snooze at Foxton. This time it was in the tug'o'war, he covered me in dirt while pullin' me backwards – got no respect for age that bloke – I'll get him back. My motto – don't get mad, get even eh. Mind you, when I saw what his wife did with that big VX to those two little Suzuki's I probly got off easy. But turned out His Nibs, dipstick, didn't have the front hubs in. Nexxt! Got the hubs in now, ahh – Bernie in that nice white Hilux wif roady tyres. Here's a go then. Now in 4WD, got so much grip and not enough revs His Nibs let's me stall and Bernie fair pulls me pants off. Not good, don't like to have me pants off in public – your gonna pay for that my boy! I know – the real problem is wif His Dipstick – friggin' hopeless eh. But hey – it's just for fun eh, no losers here is there. Yeah right.

So we get to the blindfold course. They put's the blindfold on His Nibs! I'm the one needs a blindfold the way he drives. Bad enough on a good day, now they blindfold him. What've I done to deserve this! Oh my gawd, it's getting' worse – Her Nibs is to give directions, normally that'd improve things

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but we're on a sidling, not her best position (OK – keep it clean you lot). She wants to walk alongside shoutin' out left, right, left, right, but she can't get out the door cos it jams hahaha! They was actually doin' alright until the last peg on the way out, she doesn't know whether to go left or right of it and he goes straight over it, complete stuff up. Oh the stress, the tension, the nasty fings they're say'in! Don't know how we got back to the start line eh. Friggin' hopeless. An' it's all just for fun eh.

Enjoyed the day though eh. Fink His an Her Nibs did too. I did me best but haven't got much to work with – just quietly they hold me back a bit. All set to cruise home an they hook that whale of a trailer up an I got to pull it over the Haywards again. Fair go mate – I've had a long day! Still finks he's in charge. Makes me wait cos they stopped in at that Pedro & Melissa's too. When we got home I held on to the tow hitch and he couldn't get the trailer off – took about 15 minutes hahaha! He's hopeless eh, friggin' hopeless.

Anyway, there's Paj – been home alone all weekend – serves ya right ya poofta. Had the last few trips to himself while I's been stuck in the garage and gives me those dud tyres. I farted on him as I went past. Shove that up ya poncy snorkel. I fink he was tryin' to shout somethin' back but he was chokin' on it hahaha! His Nibs doesn't like me given Paj a hard time, finks we should get on better. He goes alright but once he learns he's place we'll be right. Anyway it's all just for fun eh.

See ya out there
Leroy

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Pipeline Supplies	Pipe & fittings (for rollcage, etc)
Twiggs	Products
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King Toyota	Trade prices on parts & accessories
Diesel & Turbo	Products and Services

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. Discount offered to club members. 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 (preferably) email newsletter@ccvc.org.nz



King Toyota

King Toyota now offer trade prices on all Toyota Genuine Parts & Accessories on production of your membership card. Also available are new and used vehicles at good rates. Any problems, please contact Andrew Mitchell at work on 920 7770 or home 526 9285.



Photo Gallery and Video Clips



Have you got that moment of action, stupidity, achievement, damage on film, mpg or video? If its short, to the point and you reckon everyone would enjoy it, get it to Paul Adams at least a week before club night and if there's enough material we will run a picture / video session on club night. Or you could upload it to Andy's website - www.andic.co.nz

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So there you have it... great weather, great racing and great fun... and the 18th Giant Bicycles Karapoti Classic has come and gone.

For the unlucky few not in attendance, the day dawned brilliantly and stayed that way as some 900 entrants high-tailed it through NZ's favourite mountain bike race. The course was in awesome condition, although overnight rain made for fun and games on the Rock Garden.

First home was 2001 winner Tim Vincent, who stopped the clock a few ticks beyond 2hrs 24min but three minutes before local lad Wayne Hiscock. Next came the international attack, with American Brian Smith third and Australian Rob Eva fourth. Check out Tim Vincent's website for a first hand race report – www.timvincent.co.nz.

As expected, Susy Pryde dominated the womens race, with a late puncture robbing her of a shot at Kathy Lynch's course record. Behind Susy, American-based Kiwi Jenny Smith finished one better than her husband Brian, while late entry Genevieve Whitson filled third just 17secs clear of Sharon Harris.

Look out for the post-race results book for a full race story, human interest angles, tall tales, full prize list and pics. In the meantime, check out www.karapoti.co.nz for full results & pics.

It's always amazing how long Karapoti fever lasts. We've had all sorts of thank you's and enquiries about everything from T-shirt sales to lost property. If you have lost something give us a yell because the list is huge this year. Likewise, if you didn't get around to getting a T-shirt, hand crafted coffee mug or Karapoti fine wine give us a yell because we have a limited number left.

Another issue is uncollected prizes. If you were top three in your category and weren't around to receive your prize contact us about delivery.

Karapoti may be over, but Wellington has some great mountain bike-based events coming up. Starting on March 23 is a three race mountain bike duathlon series. March 23 is at Totara Park, then St Pats on April 6 and Dry Creek on April 20. This series is a lead up to The Kathmandu Crazyman on May 18, Wellington's premier multisport & mountain bike duathlon event. For details phone John Cussins on 04 938 4045 or email: Michael.Jacques@paradise.net.nz.

There are so many people to thank for this year's event. For starters, Karapoti in the fashion to which you have all become accustomed would not be possible without the huge support we get from sponsors. Giant Bicycles, Penny Farthing Cycles, Upper Hutt City, Quinns Post Community Trust, Carboshotz, SRAM, Timex, Ground Effect, Maxxis Tyres, Rock N Roll Lube, Sports Instruments, Topeak, Lake, Titec, Cactus Climbing, Rockshox, Giro, Whittakers Chocolates and Spoke magazine.

Alongside sponsors we have huge community support from the Wellington Radio Club, Red Cross, Wellington Cross Country Vehicle Club, Rimutaka Lions, Wellington Regional Council and again, Upper Hutt City.

Then there's our volunteers, the 40-odd mountain bike enthusiasts or friends, family and partners of enthusiasts who give away their day to make your day the fun that it is.

And then, last but not least there's you guys and girls... the competitors. Without you Karapoti would be nothing, so thanks for loving this event every bit as much as us. See you all next year.

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Ariadne Reports:

Check-in-time 0930 NZDST 02/01/03 @ Battle Hill. I was not allowed to partake today as I have an oil leak in my transfer case, but one of my minions, "Cleopatra", was out & about :<)

Hi Guys & Gals. We did "A Ramble" today in the Akas- great fun- played in the steep muddy bits in the Belmont training area at the end and I learned how to get stopped out of a small trough which swallowed my right back wheel and mud at the front - oh for diff locks, like some rich \$WDingers have. Got up (and down) all steep bits though, so that was great.

The Problem was I followed the Lada when I got stuck! - and no, Ladas don't float but hold about a zillion gallons of water - pretty impressive that it started having been underwater in the mud hole. Big Leader tried to go up a steep rutted hard yacka bit with the HY boys and ended up partly on his side. Apparently first time he hasn't made it up that track. Mind you we didn't see any of the serious trucks reach the top either.

Lots of excitement clearing a large tree across the track with chainsaws also. So a great day and Mum and I are knackered as didn't finish till after 6 pm. If these are Family Shiney trips I dont know about Club 4x4 trips! How was the Sth Coast Jack?- and Gordy have you cleaned Ariadne yet? Impressive photos of you that Peter posted to Forum - Cruisers can swim in mud I see. We will probably do the Hayward's trip in weekend across the farms.

"Cleopatra"

Ramp Scores

Here are the ramp scores taken at the latest Gymkhana on the Club's 20 deg ramp. These scores were taken on the front of the vehicle only and so the results might be different if we averaged over both the front and rear. The results are firstly ordered by

the height travelled up the ramp, and the second is ordered by RTI.



For those who haven't come across these ramps before, the vehicle is driven up a ramp with one wheel on the ramp. The ramp angle is 20 degrees and the vehicle is driven as far as it can go without lifting any one of the other three wheels off the ground. A measurement is taken of the distance up the ramp. As well, the wheelbase is measured and the formula gives the Ramp Travel Index (RTI). This theoreti-

cally equalises the score between large and small vehicles. Below are the scores based upon how far up the ramp each vehicle managed to drive:

Name	Ramp	Vehicle/Comment
Derek Smyth	2690	Special
Colin Landy	2600	Special
Andrew Gee	2030	Jeep TJ Modified Swaybar disconnected
Steve O'Callaghan	1960	Toyota Surf
Antony Royal	1880	Nissan Patrol GQ LWB No Block Suspension
Jeff Cummins	1625	Toyota Landcruiser Series 80
John Lau	1590	Toyota Landcruiser 70 Series SWB
Grant Purdie	1560	Toyota Landcruiser Series 80
Andrew Gee	1550	Jeep TJ Modified Swaybar connected
Grant Purdie	1540	Toyota Landcruiser FJ40 Coil Spring
Bruce Tustin	1530	Jeep TJ Modified Swaybar disconnected
Neil Blackie	1490	Landrover Series 1
Larry Haines	1470	Nissan Patrol GQ SWB
Giles Sullivan	1400	Nissan Patrol GQ SWB
Gary Rowden	1375	Suzuki 410
Doug Skipage	1350	Landrover Discovery
Warren Perry	1280	Toyota Landcruiser FJ40
Ray Harkness	1150	Kia Sportage LWB
Ross Van Waas	1140	Pajero SWB
Mark Wilson	1135	Toyota Series 62 LWB
Melissa Osborne	1120	Daihatsu Rugger
Andy Rowden	1090	Suzuki 410
Russell Ashley	1040	Suzuki Vitara SWB
Marcus Steeneken	1020	Suzuki Vitara SWB
Peter Clemas	1010	Isuzu Mu
Bruce Tustin	1010	Jeep TJ Modified Swaybar connected
Peter Jenkins	1010	Mitsubishi Pajero SWB (Suspension set high)
Peter Jenkins	960	Mitsubishi Pajero SWB (Suspension set low)
Marcus Van Veen	960	Toyota Hilux Ute LWB
Tony Regan	950	Mitsubishi Pajero SWB
John Parfitt	895	Toyota Landcruiser Series 70
Clive Rowley	890	Pajero SWB
Doug Skippage	880	Suzuki 410
Chris Penman	875	Toyota Surf
Bernie McCosker	860	Toyota Surf LWB

And here are the RTI scores based now on the wheelbase:

Name	Ramp	Wheel Base	RTI	Vehicle/Comment
Colin Landy	2600	2170	1198	Special
Derek Smyth	2690	2920	921	Special
Andrew Gee	2030	2350	864	Jeep TJ Modified Swaybar disconnected

Name	Ramp	Wheel	RTI Base	Vehicle/Comment
Steve O'Callaghan	1960	2620	748	Toyota Surf
John Lau	1590	2310	688	Toyota Landcruiser 70 Series SWB
Neil Blackie	1490	2180	683	Landrover Series 1
Grant Purdie	1540	2265	680	Toyota Landcruiser FJ40 Coil Spring
Gary Rowden	1375	2045	672	Suzuki 410
Andrew Gee	1550	2350	660	Jeep TJ Modified Swaybar connected
Antony Royal	1880	2920	644	Nissan Patrol GQ LWB No Block Suspen
Bruce Tustin	1530	2380	643	Jeep TJ Modified Swaybar disconnected
Larry Haines	1470	2370	620	Nissan Patrol GQ SWB
Giles Sullivan	1400	2370	591	Nissan Patrol GQ SWB
Jeff Cummins	1625	2835	573	Toyota Landcruiser Series 80
Warren Perry	1280	2295	558	Toyota Landcruiser FJ40
Grant Purdie	1560	2855	546	Toyota Landcruiser Series 80
Doug Skipage	1350	2520	536	Landrover Discovery
Andy Rowden	1090	2055	530	Suzuki 410
Melissa Osborne	1120	2190	511	Daihatsu Rugger
Ross Van Waas	1140	2340	487	Pajero SWB
Russell Ashley	1040	2180	477	Suzuki Vitara SWB
Marcus Steeneken	1020	2200	464	Suzuki Vitara SWB
Ray Harkness	1150	2625	438	Kia Sportage LWB
Doug Skippage	880	2020	436	Suzuki 410
Peter Clemas	1010	2320	435	Isuzu Mu
Bruce Tustin	1010	2380	424	Jeep TJ Modified Swaybar connected
Peter Jenkins	1010	2410	419	Mitsubishi Pajero SWB (Susp set high)
Mark Wilson	1135	2735	415	Toyota Series 62 LWB
Peter Jenkins	960	2410	398	Mitsubishi Pajero SWB (Susp set low)
Tony Regan	950	2410	394	Mitsubishi Pajero SWB
John Parfitt	895	2290	391	Toyota Landcruiser Series 70
Clive Rowley	890	2320	384	Pajero SWB
Marcus Van Veen	960	2825	340	Toyota Hilux Ute LWB
Chris Penman	875	2645	331	Toyota Surf
Bernie McCosker	860	2610	330	Toyota Surf LWB

So what does it all mean ? In my opinion, the RTI doesn't tell the whole story. Here are some things to think about.

1. The RTI gives us a relative rating between vehicles, i.e. how far you can lift a wheel compared with your wheelbase. In theory a vehicle with a 2 metre long wheelbase can have a high RTI score, it only needs to lift the wheel 680mm to achieve an RTI of 1000. So remember, that rock you're trying to get over doesn't get smaller because you have a smaller wheelbase, despite how good your RTI is.
2. I've seen some vehicles do well on standard suspension. This is generally because the suspension has become soft and pliable over time. Often the vehicle sits right on its bump-stops. These will work well for slow speed work,

- but can cause problems when a little more speed is involved and the suspension will tend to bottom out too easily.
3. We tried a few things such as disconnecting the swaybars, which on TJ Jeeps make a huge difference. Other things can affect the travel, such as tyre pressure, the amount of weight in the vehicle and whether your electronic suspension is up or down. In the case of the Suzukis', the weight of the driver made a difference, if you're heavier, you can go a bit further. This works, because extra weight in the vehicle compresses the springs further and keeps the wheels on the ground.



And the final caveat, these were taken for fun only, no correspondence will be entered into, some errors and omissions may have occurred ... so tweak those suspensions and prove it all again at the next Ramp Challenge!

Antony Royal

WELFARE OFFICERS REPORT MARCH 2003

LEROY LETS LEADER DOWN

Your club secretary has had an expensive month what with one thing or another, so imagine his disappointment when after coming home from the Rugby last night (Yeap Hurricanes beat the Chiefs) to find Leroy on abit of an angle, turns out he had a flattie and the spare wheel only good for an emergency and not Club Champs Round 4 the following morning. Keen thou he was, up at 6.30am woke yours truly who is never good company first thing in the morning, and left. Me I was planning on a sleep in till 8.00am, but boys being boys a couple decided they weren't sure if the champs were on and decided to ring the trip leader to check, Trip leaders wife then decided to give up on the sleep in and get up and phone back one of the offenders (Yeap Howard) your on my hit list, remember my saying I don't get mad, I get even. So maybe next time I get up at 4.20am during the week like I'm prone on doing you might like a wakeup call yourself?. It was also unfortunate you did this the same day as my writing my report.

NEWS

Geoff Lowe - Sincere condolences on the recent loss of your mother Neola. Our thoughts are with you.

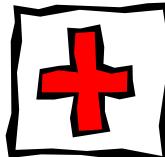
Jason Parkins - has been in the wars lately hope your up and at em now
Jason.

Kind Regards
Barbara Blackie (Z RED 1)
K215

PS THOUGHT FOR THE MONTH

Men & Women who try to do something and fail are infinitely better off than those who try to do nothing and succeed.

- Lloyd James (Taken from the book "A New Day")



Don't forget that the club has four comprehensive first aid kits that are available for trip leaders to carry on any trips they lead.

They are a backup emergency kit that is supplementary to those kits carried by individual trip members.

Contact Wayne (025 467 935) to arrange collec-

Levin Foothills trip – 14-15th March (Day Two)

Well, now it has dawned on me that we had agreed with Annette Bridgen, after several wines on the Saturday night, that we would write up day two of Johns Jaunt - Promises, promises!

Saturday had been a great day and both Kath & I found out during the night why some of the group insists on tenting rather than sharing cabins. We were not sure whether it was the long day in the hot sun that brought out all the "Z Z Z Z Z Z Z" or the strong brown liquid in the coffee mugs! (Well it looked like coffee).

Sunday dawned bright and clear and to our surprise Barbara, Neil and Leroy headed off early to Wellington. They said they were going to the club Gym-

khana and we believe that Leroy was being taken back for further training as a penalty for practicing weaving around a power pylon on Saturday in a most inelegant manner, with only a score of 5 out of 10.

By 0900 (still in NZDT) we were all on our way, heading for North Range Road via the Aokautere Forest. Ron then took charge and led us on one of his most pleasant rambles through the forest for around 5 Ks where we turned left into North Range Road, heading for the Windmill Farm via the rutted section. Now this was a doddle for a low range 4WD with good ground clearance due to the hard packed surface and NO MUD however it would certainly be a different story in winter. A cool wind at the Windmills made it a short stay however they are impressive close up.

We returned through the rutted section to a muddy "play" area where the tough trucks showed the rest of us how to get very stuck. At one stage there was a call from a certain yellow Toyota (didn't think they got stuck) of "Dad, can you please pull me out, or are you going to leave me here all day". A few minutes later the roles were reversed however. Great fun, but who cleans the trucks?

After a restful break Annette & Phillip, Murray & Glenys and Ewen and Sheila headed home via the Pahiatua track and the Wairarapa and the rest of us followed Ron back down through the Forest via South Road to the Highway. Whilst the Forest trip could have been driven in a 2WD car it completed a very pleasant day. We were home in time to clean the Prado and change its

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wheels ready for its week job as my daily driver to work. Thanks John and Ron and the others who organized a great weekend.

Michael & Kath Murphy

Reflections

It is only 5 months since I went to my first CCVC meeting and we participated in our first trips-Cattle Ridge and the Radar Station in the Orongoronga's, the Wairarapa and Aka's with Ron's Rambles, Sth Coast with Neil, Whangamomona, Akas and training with Andy, plus others. Not much compared with some of you but we have learned a lot and met many new friends.

I am most impressed with CCVC's organization and its low key and events focussed operation, exactly what clubs should be doing, plus all the input into securing, maintaining and protecting access rights.

We are still newbies but our knowledge in safe 4Wding has increased enormously and the Toyota is proving to be ideal.

For us it started with taking Kath's new Nissan Xtrail Soft Roader in a School fundraiser around the Orongoronga coast – a nice shiney trip in retrospect. After negotiating the big shingle slide (and no Kath you did not feel the bump) general agreement was that I should buy

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CCVC Tyre Discounts



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

For further details, contact Marcus on 021 439 183.

a “tougher” vehicle with low range and learn to do it properly and relegate the Xtrail to its proper position of taking the grandkids to Plimmerton school with all the other Mums in their shineys.

Lucky me- permission to buy a tough truck! Thanks Kath (or did I engineer it?)

Michael

Breaststroke

There was a competition to swim from Santa Monica to Catalina doing only the breaststroke, and the three women who entered the race were a brunette, a redhead and a blonde. After approximately 14 hours, the brunette staggered up on the shore and was declared the fastest breaststroker. About 40 minutes later, the Redhead crawled on shore and was declared the second place finisher. Nearly 4 hours after that, the blonde finally came ashore and promptly collapsed in front of the worried onlookers.

When the reporters asked why it took her so long to complete the race, she replied, I don't want to sound like I'm a sore loser, but I think those two other girls were using their arms."



Fire engine at the recent club gymkhana

NEW MEMBERS



The following person, subject to trip sheet and vehicle equipment checks will be welcomed to the Cross Country Vehicle Club (Wellington) Inc this month as a new member:

Simon Woodley - Toyota HiLux Surf



Letter to the Editor...

Paranoid About Motorsport ? ----- Never!

Some may be wondering why I am so opposed to the Club remaining a Member of Motorsport. Ok, so it's time for some history:

In the mid nineties, when the Club was still an active Member of the Four Wheel Drive Association, I worked with a group of people looking at affiliation between the Association, it's Clubs and Motorsport. That group included Les and Michelle Thompson from Manawatu Club, Ken McAdam from Windy City, Steve Donovan from Hawke's Bay, and Kit Cunningham from Tararua 4WD Club – oh and yes – me.

Now we met with very stiff opposition to our proposals from just about every 4WD Club. All those Members who had ever had any involvement with Motorsport through any other form of recreation such as Car Clubs etc. were vehemently opposed to us having anything to do with them.

Such words as “Bully Boys”, “Dictators”, “Little Hitler's” and the like abounded. We were warned that the then named MANZ would “shit on us”.

Yet despite all this, we persisted in arriving at a negotiated entry into Motorsport that would offer Clubs excellent benefits at an exceptionally economic fee.

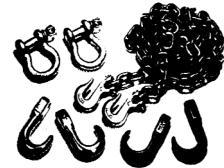
“That's all in the past” was the response from MANZ (now Motorsport) when we queried them about the objections from some of our vocal Club Members. “That was how MANZ used to operate, but we've completely revamped ourselves to be totally professional” ...and... “The new Motorsport is a completely different beast today”. Well, all these came from various sources, and we bought into it – after all, the value for money deal we were offered was pretty irresistible.

Following very detailed negotiations, we had a formal agreement between Motor-sport and the 4WD Association. From there, it was taken to the Association conference, and left as a conscience vote for individual Clubs to decide whether they would join or not – the Association voted against joining en-masse.

OK, so out of about 40 Clubs who were offered the deal, only two took it up: our-

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selves at CCVC, and the Manawatu 4WD Club. All other Clubs chose to watch and wait to see what was going to happen.

Even within CCVC, there were some pretty bitter divisions. I remember well going in to bat on behalf of Motorsport, defending them against the seemingly endless barrage of criticism from those who had acrimonious dealings with them in the past. I defended Motorsport as one of its most ardent supporters.

The biggest benefit offered by our affiliation to Motorsport, was their Insurance Policy. It was far and away superior to anything we could obtain ourselves (or at least thought that we could obtain). There were other benefits on offer, and some were tempted to take them up, but for most it was the security of the insurance policy that was most attractive.

In practice, to obtain the benefit of the Motorsport Insurance, we were obliged to obtain an event permit from Motorsport about 1 week before any event. We also had to provide a statistical return showing how many people (with their demographics) had attended each trip. Anyone remember the mountain of paperwork we had on the old trip forms? All that was to aid Motorsport gain funding from the Hillary Commission.

For several years, we all thought everything was sweet, but something was afoot nonetheless.

A couple of years ago, we saw a new executive sweep through Motorsport, and suddenly we were advised that the fantastic insurance cover we thought we had been enjoying was actually null and void – completely worthless. So all the time and trouble we'd taken helping Motorsport with their funding was now for nought.

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All bets were off, and we were told we were even running events illegally. So started the mammoth undertaking to negotiate schedule CC.

Since then, I have grown to despise Motorsport. In all its machinations, it continues in its old ways as a dictatorial body that has absolutely no relevance to our chosen sport. They are unwilling to bend to cater to our needs, and unless we get a very substantial influx of other 4WD Clubs, we will never be able to obtain any benefit at all from affiliation.

To date, Motorsport have delivered on absolutely nothing. We have paid into their coffers each year. We submitted Hillary Commission returns that allowed them to gain significant extra funding, yet they abandoned us.

Of all the promises of assistance, well each one has been broken, yet we continue to give them credence.

Look at their promises:

Valuable Insurance – we never had any – we were at risk and never even knew it

Seat Belt Exemption – We could gain exemption for full harness seatbelts – yeh right!

Land Access – help gaining entry through the Forest Owners Association. Well, many tried, none succeeded

Fire Extinguishers – the ability to fill BCF extinguishers – never happened

LVVTA Representation – we tried but got nowhere

Political Lobbying – well they wouldn't even listen to us – never mind lobbying on our behalf

There were more, but you get the drift. To date, Motorsport has taken about \$6,000 from us and delivered exactly nothing. And yet there are those who would have us *Kow Tow* to them even further, and invest more funds into this megalith of self-serving and self-centred individuals. Well I'm afraid I'm against it !

We are the only 4WD Club dumb enough to belong, all the others are so busy saying “told you so”, that there is no prospect of any other Clubs wanting a bar of Motorsport. Manawatu, an initial supporter chose to pull out the other year. They are now licking their wounds, but recovering nicely.

So any vague promise of a golden future where all 4WD Clubs are represented by a Motorsport Commission are simply manic dreams. It just ain't going to happen – not in our lifetime.

In defence of the indefensible attitudes of Motorsport, some will say “Well, that's all in the past”, “That's behind us”, and things like “whatever has happened before doesn't count” Well, I say it does.

Anyone want to employ an embezzler as our Treasurer, or put a paedophile in charge of a Kindergarten, or a fox in charge of the hen house?

Cross Country Chronicle

It's simply that it is in the very nature of Motorsport to be dictatorial. It is their nature to "shit on" Clubs. They can't help it, no more than the fox can help preying on the chickens – it is in the blood.

So YES – I am vehemently opposed to having anything further to do with Motorsport. If we do need to belong to anything, and that's a question in its own right, then the 4WD Association has everything we need, including just about every single benefit proffered by Motorsport – and of course we know that the Association delivers. Motorsport never has.

Andy



More pix from the club gymkhana last month.



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Committee Meeting Highlights

1. SAR - Training being done, documentation progressing and more people will be required shortly.
2. Budget - draft financial budget tabled and discussed at length.
3. Club containers - some maintenance is required donations of roofing materials to be sought.
4. Training - new training regime working out ok, but the theory night may be split into two to make it easier on trainees and trainers.
5. MotorSport and 4WD Association - discussions on membership progressing and a meeting at Taupo was attended.
6. Safety - another round of first aid training and refresher training being investigated for this year.
7. Club survey - results still being analyzed due to numerous replies received late.
8. Awards night plans going well with a set of tyres as a major prize.
9. Website review - some volunteers have come forward so will progress shortly.
10. AGM - plan is to hold the 2003 AGM after the May clubnight

CCVC 2003 ANNUAL GENERAL MEETING

Notice is hereby given that the 2003 AGM of the Cross Country Vehicle Club (Wellington) Inc will be held directly after the May monthly club meeting on 14th May at the Petone Workingmans Club.

A nomination form for the club officer positions enclosed with this newsletter.

Note that the club awards are now given out at the separate Club Awards night being held on 10th May 2003.

Club Champs Round 4

Another gorgeous day after a bit of rain on Saturday and I'm looking forward to a day off road. 20 trucks turn out for the event ranging from nimble little Suzuki's to lumbering giants (Andrew Farmers cruiser). After the usual intro from Neil we have a wander around the course and Neil explains which way the obstacles go. Okay we're all go now, we do 7 obstacles then stop for lunch. Some tight little obstacles make it hard work for the bigger trucks but hey its all good fun. One yellow Suzuki tried obstacle 6 in 2 wheel drive to try to spin the back round so he wouldn't have to stop but that didn't work, then he tried to reverse out sending a rooster tail of topsoil into the air which promptly covered himself and his navigator in dust (a fine effort). Time for lunch and the barbie is cooking; Neil is cooking sausages and onions to keep the worms at bay.

With lunch over it's back to 4 wheeling and our first challenge is a mud run. Some get through and some get stroped. My turn, first low and floor it, yep 7500 revs that should see us through. Hit the bump, foot slips off gas pedal, BUGGER. Reverse back floor it and through we go. Now for #9 a nice gentle idle (for a Suzuki anyway 3000 revs) and out the other end. Now for # 10 & 11. Well that's pretty chewed up at the beginning. No one makes it all the way through but the lumbering giant makes some nice big holes to swallow Suzuki's. Even the downhill run is not conquered. Right methinks I'll try a different angle, hug the pegs and take it nice and easy, naaah 2nd low and floor it, yep plenty of speed, good traction here comes the bank oops up the bank and hello dirt. So this is what the mud looks like while on your side (hence the trip report). Well many hands make light work of putting Suzuki back on wheels. Reverse back while we hold you up comes the orders. So that done with only one stop it's back to business, I'll show this mud whose boss, so I have another go only to find the lumbering giant's holes, so strop me out

On to #12 & 13 the slalom, first we go forward then reverse. This is where a good lock helps (it also saves pegs). I think Andrew Farmer goes out to knock down as many pegs as possible (10 peg bowling). Now the last run, a speed run where you reverse up the track then drive back out again. Here a few trees were bashed, a branch bashed one wife and one tree was attempted as a climb. An enjoyable day out to learn about your own truck's capabilities and share the good times without the extremes of serious competition.

Thanks Neil and his team of helpers for an enjoyable day out.

Andy Rowden (Black and Blue Suzuki)

Changes to WOF Vehicle Inspections.

The following is an excerpt from the LTSA newsletter "indicator":

Tyre width - if you've had tyres changed and the replacements significantly increase the track width (the part of the tyre that touches the road), your vehicle may not pass a Warrant of Fitness inspection. Replacement tyres are only allowed to increase the track width by 25mm overall and must be the same diameter as the original tyres and wheels. If the replacement tyres stick out past the mudguards, the mudguards may need to be extended and the vehicle will require to be low volume vehicle certified (at extra cost) before the Warrant of Fitness can be issued.

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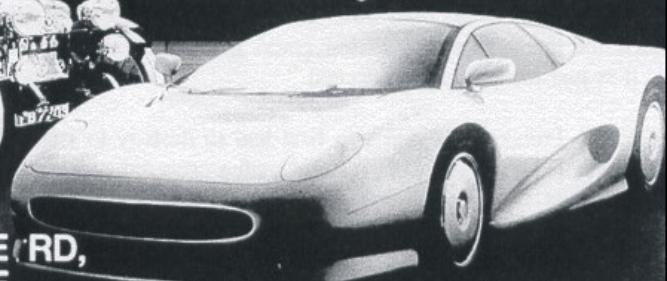
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These pictures are from a recent training day (I think - Ed).

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Insert Trip Information Sheet 1 here

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Insert Trip Information Sheet 2 here

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Insert Trip Information Sheet 3 here

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Insert Trip Information Sheet 4 here

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Insert Trip Information Sheet 5 here

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Insert Trip Information Sheet 6 here

Cross Country Chronicle



Trip Categories (01/06/02)

Family Shiny:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, preferably from the driver training provided by the club. Particularly important are experience in stropping, failed hill climbs, steep descents and sidlings.

Members: These trips are for members only. Prospective members and visitors are welcome if

they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. All open or soft-top vehicles must have a roll bar or roll cage.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks. All open or soft-top vehicles must have a roll bar or roll cage.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

Drivers: Experienced drivers only.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. All open or soft-top vehicles must have a roll bar or roll cage. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet.

Trip Database

TripStart Date	TripEnd Date	TripName	TripCategory	TripPlace	TripOrganiser	TripLeader	Status	TripNotes	TripID
Wed 02/04/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockcroft	Andy Cockcroft	C		816
Sat 05/04/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockcroft	Andy Cockcroft	C		804
Sun 06/04/03	1	Special Olympics Fundraiser : Rain-Off Date	Guest Group	South-west coastal area	John Walls	Ron Wadhham	C		, 856
Sun 06/04/03	1	Club Champs Round 4 : Rain-Off Date	Club Champs	Training Area	Neil Blackie	Neil Blackie	A		863
Mon 07/04/03	1	Safety, Motorsport & NZAWDA Committee	Meetings	Purdie Residence	Grant Purdie	Grant Purdie	C	7:30pm	867
Wed 09/04/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	805
Sat 12/04/03	1	See What's Left	Hard Yakka	Dick's Yard	Grant Purdie	Grant Purdie	C	Was 6 April.	774
Sun 13/04/03	1	Twilight Tour	Family Shiny	Akatarawa Forest	Leon Zweifeloot	Leon Zweifeloot	C		806
Sun 13/04/03	1	Western/Southern Hills Family Trip	Shiny 4X4	Wellington Western & Southern Hills	Tony Brown	Tony Brown	C		807
Mon 14/04/03	1	Trip Leaders' Forum	Special	Petone Working Mens Club	Antony Royal	Grant Purdie	C	7:30 pm	858
Fri 18/04/03	4	Easter at Foxton Beach All		Foxton Beach			C		808
Fri 25/04/03	3	Ernie Matthews Camp-Over	Shiny 4X4	Taranaki	Andy Cockcroft	Andy Cockcroft	C		868
Fri 25/04/03	3	Ernie Matthews Camp-Over	Club 4X4	Taranaki	Andy Cockcroft	Andy Cockcroft	C		876
Wed 30/04/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	811
Sat 03/05/03	1	Whiteman's Wander	Club 4X4	Whitemans Valley	Antony Royal	-ba-	C	Was 26/4. Fri 25 April is Anzac Day.	809
Wed 07/05/03	1	Theory 1	Training	Petone Working Mens Club 7:30pm	Andy Cockcroft	Andy Cockcroft	C		817
Thursday, 3 April 2003	0:02								Page 1 of 2
									Status: A=Abandoned, C=Confirmed, H=Held, P=Planned, T=Tentative

Trip Start Date	Trip Days	Trip Name	Trip Geography	Trip Race	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Sat 10/05/03	1	Trophy & Cup Presentation Night	Special	Petone Working Mens Club	John Vruink		C	Details to be advised.	824
Sun 11/05/03	1	Training Module 1	Training	Canmon's Point, Akatarawa Forest	Andy Cockcroft		C		845
Wed 14/05/03	1	Club Night and AGM	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	830
Sun 18/05/03	1	Round 1	Club Champs	Humes Farm	Neil Blackie		C		869
Sun 25/05/03	1	-tba-	Family Shiny	-tba-	-tba-	-tba-	T		873
Sun 25/05/03	1	-tba-	Shiny 4X4	-tba-	-tba-	-tba-	T		874
Sun 25/05/03	1	Round 1: Rain-Off Date	Club Champs	Humes Farm	Neil Blackie	Neil Blackie	P		877
Wed 28/05/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	837
Fri 30/05/03	4	Pureora Camp-Over	Shiny 4X4	Pureora Forest	John Vruink	John Vruink	P		870
Fri 30/05/03	4	Pureora Camp-Over	Club 4X4	Pureora Forest	John Vruink	John Vruink	P		871
Fri 30/05/03	4	Pureora Camp-Over	Hard Yakka	Pureora Forest	John Vruink	John Vruink	P		872
Wed 04/06/03	1	Theory 2	Training	Petone Working Mens Club 7:30pm	Andy Cockcroft	Andy Cockcroft	C		818
Sun 08/06/03	1	Training Module 2	Training	Canmon's Point, Akatarawa Forest	Andy Cockcroft	Andy Cockcroft	C		846
Wed 11/06/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	831
Sun 15/06/03	1	-tba-	Family Shiny	-tba-	-tba-	-tba-	T		878
Sun 15/06/03	1	-tba-	Shiny 4X4	-tba-	-tba-	-tba-	T		879
Sun 22/06/03	1	-tba-	Club 4X4	-tba-	-tba-	-tba-	T		880
Wed 25/06/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	-tba-	C	8:00pm	838



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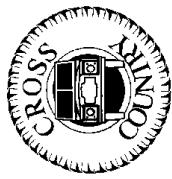
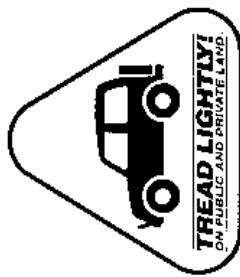
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