



VEHICLE CLUB
Wellington (inc)



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



Editorial Ramblings

Hi there

This month is a bumper issue of the Chronicle - I was aiming for 40 pages but added four pages then another four and even then I've left a few things out for next month otherwise this one would be just too big.

I have included some details on the New Zealand Four Wheel Drive Association that we are in the process of joining as well as the LVVTA newsletter that we now get. There is also a good description of the pre-requisites for all trip types so that we all know the facts.

And, of course, there are the usual trip information sheets that we all look forward to seeing so we can plan our month's outings.

Alan...

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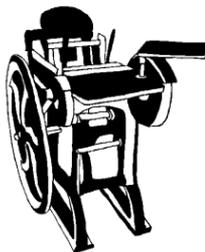
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Cover photo: This month's cover picture shows how far our club trainee is prepared to go to demonstrate correct recovery techniques.

President's Piece - August 2003

Hi Members,

No controversies to report on this month - thankfully! - but lots of things are happening and it's a pretty exciting time as our new committee gets stuck in to all sorts of projects.

In this issue of the newsletter you will see a page showing the reporting schedule for our sub-committees and the list of projects that we're working on. As you'll see, the target dates are spread out, so that we don't try to cover reporting from every sub-committee and every project every month. This way we plan to keep our committee meetings to a more reasonable length while on the other hand encouraging more progress. Some of the projects are fairly old, that's why we've set some targets for finishing them.

These targets are part of the approach that the new committee is taking to become more efficient and to achieve more for members. I have to make a special vote of thanks to this new committee - our club officers are prepared to take on all this work and help to get things done. The committee feels like a real management team, with the commitment to the club to ensure we provide the best 4wd experiences for members.

Speaking of doing things for the benefit of members, we've continued the process from the members survey and started translating the ideas and requests into action. In this newsletter you will see the list of actions arising from the analysis of the survey findings. Some of these have already been done and others started.

Meanwhile we are still getting lots of trips organised and run for us. Marcel is doing a fantastic job getting on top of the demanding Trip Coordinator role and the wonderful band of Trip Leaders are all pitching in and running the trips for us. Well done fellas and fella-esses and thank you!

On another subject, one of the big bugbears in the eyes of some members is the impression that over the years we have been getting more bureaucratic, with procedures and rules and documents and paperwork. Well all this stuff is necessary to run an organisation our size and with the large scale of activity that we have. However, since we're all here to go off-road and not run an office, one of the goals of the committee is to make the bureaucratic stuff simpler and to disappear into the background as much as possible. Let's see how successful we are by the end of the club year! Hopefully you are already noticing some progress, with the changes we've been making to running our monthly club nights.

Ending with our land access slogan "Abuse it and you'll lose it", I wish all members another great month of 4wd off-roading ...

Grant Purdie, Club President, 6 August 2003



Equipment Required

In accordance with club policy, the following equipment is required on all Club trips:

1. Front and rear tow hooks
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage for all open / soft top vehicles

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



Trip / Convoy Rules

1. The trip leader is always in charge. Please recognise their authority follow their instructions and give him / her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch 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.



Trip Categories

Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. 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.



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Ph. 04 569 3485

Brendon Bateup
Wellington 4WD Centre
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Lower Hutt
Ph. 04 566 7504

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

Gary Young
VTNZ Upper Hutt
847 Fergusson Dr
Upper Hutt
Ph. 04 527 0501
or 025 686 7689

Steve Lacey
Wainuiomata Motors
Moore's Valley Rd
Wainuiomata
Ph. 04 564 8823

Robbie Bromley
Jones Automotive Services
136B Jackson St
Petone
Ph. 04 568 3010

Grant Guy
G Guy Motors
61-63 Thorndon Quay
Wellington
Ph. 04 472 2020

Mike Egan
M Gall 4 Wheel Drive
3 Happy Valley Road
Wellington
Ph. 04 383 6554

Carl Furniss
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453 Hutt Road
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Ph. 04 569 1343

Upcoming Events

Aug 9-10: NZ4WD Magazine Auckland Readers Trip. *Explore the Woodhill Forest, same trip both days. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@adrenalin.co.nz*

Sep 6-7: NZ4WD Magazine Rotorua Readers Trip. *Forests in the Rotorua area, different trips each day. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@adrenalin.co.nz*

Oct 19: Round 1, NZ4WDA National Trials Series. *Extreme 4WD Adventure Park, Helensville, Auckland. Contact Russell or Chris Biggs on 09 420 3050.*

Oct 26: Family 4WD fun day. *606 Peak Rd, Helensville; 09:30am, \$80 includes BBQ. For more contact MOA, 025 296 7181*

Nov 1-4: Denny's Restaurants NZ 4x4 Challenge. *Auckland 4WD Club. Auckland-Tauranga area. Information on auckland4x4.org.nz and click on the Denny's Challenge link.*

Nov 8-9: NZ4WD Magazine Wellington Readers Trip. *Akatarawa Forest, same trip both days. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@adrenalin.co.nz*

Nov 15-16: Sporting Trials. *NZ's top event for the Tarata Cup. Spectators welcome, entry free. Contact Sid Hirst on 06 756 7664 or email hirst@netsource.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.



Welfare Report

Who would think it was winter, with the last 10 days like summer but without the warmth first thing, the month has just flown by, and I've only been out 4x4ing twice in the last 2 months, other priorities unfortunately at the moment.

NEWS

Steve & Tina O'Callaghan - Recently celebrated their 33rd Wedding anniversary. Congratulations the pair of you for going the distance.

Paul Adams - Under went the knife on his knee, and didn't follow doctors or wife's instructions in staying off it. Only had to do that for 48 hours, but within 24 had been up to no good.

Shaun & Shannon Pollard - Are now the proud parents to a little baby girl. Hope all concerned are getting some well earned sleep.

Kind Regards
Barbara Blackie (Z RED 1)
K215

PS THOUGHT FOR THE MONTH

Better to put a strong fence round the top of a cliff
than an ambulance down in the valley
Joseph Malins

Taken from
Personal Best
Secrets to success in sport
from Beginners to Winners by Jon Ackland

PPS Have stuck with the exercise, (though it's hard to see any improvement just yet) but certainly feel better, sleeping better, and cope with stress better. Great way for the body to get up and at it first thing.

Something to ponder: Give a person a fish and you feed them for a day. Teach that person to use the Internet and they won't bother you for weeks.

Winter Rallywoods

Steve O'Callaghan

Today Sunday 20th of July eighteen club 4x4 wagons and one shiney wagon meet at the corner of State Highway 58 & Moonshine Rd and left at 10 am . We finally arrived at the Green Hut at lunch time after a few wagons had moments on the early tracks to find there where other Tararua 4x4 and Windy City 4x4 wagons already there on the tracks.

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We had lunch and then headed off in two groups, because I wanted to try Neil's hill climb and it has a small turn around area for such a large group, the group with me were the wagons with the smaller wheels and tyres as well as a Nissan on his first Club 4x4 trip. The other half was lead by Craig Smith in the green machine - there was a few Cruisers, the only Land Rover and Nissan in his group

We went down the roller coaster but the Shiney and the Nissan went a easier way on down to where we went on our Reckie trip but it was now real sliperly after the other Clubs had a play on the turning area.

I had quite a moment down there then we headed up to Cruiser Lookout and down Neil's Hill Climb with only five wagons at a time cause of the turning area. A number of the wagons didn't make it up without help the

Shiney and the Nissan had big moments on the climb.

I thank Craig, Larry and Neil for helping me and all you others for coming out today.

Steve 104 Trip leader

Something to ponder: *Some people are like Slinkies—not really good for anything but you can't help but smile when you see them tumble down the stairs.*



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.

It's tough being a man - Apparently ...

- If you put a woman on a pedestal and try to protect her from the rat race, you're a male chauvinist.
- If you stay home and do the housework, you're a pansy. If you work too hard there is never any time for her. If you don't work enough, you're a good-for-nothing bum.
- If she has a boring repetitive job with low pay, this is exploitation. If you have a boring repetitive job with low pay, you should get off your ass and find something better.
- If you get a promotion ahead of her, that is favouritism. If she gets a job ahead of you, it's equal opportunity.
- If you mention how nice she looks, it's sexual harassment. If you keep quiet, it's male indifference. If you cry, you're a wimp. If you don't, you're an insensitive bastard.
- If you make a decision without consulting her, you're a chauvinist. If she makes a decision without consulting you, she's a liberated woman.
- If you ask her to do something she doesn't enjoy, that's domination. If she asks you, it's a favour.
- If you appreciate the female form and frilly underwear, you're pervert. If you don't, you're gay.
- If you like a woman to shave her legs and keep in shape, you're sexist. If you don't, you're unromantic.
- If you try to keep yourself in shape, you're vain. If you don't, you're a slob.
- If you buy her flowers, you're after something. If you don't, you're not thoughtful.
- If you're proud of your achievements, you're full of yourself. If you don't, you're not ambitious.
- If she has a headache, she's tired. If you have a headache, you don't love her anymore.
- If you want it too often, you're oversexed. If you don't, there must be someone else.

NO WONDER MEN DIE BEFORE WOMEN - THEY WANT TOO!

Something to ponder: I read recipes the same way I read science fiction - I get to the end and think "Well, that's not going to happen!"

Introducing:

Name: Ray Harkness (Track Maintenance)
Known as: Ray
Occupation: Semi-retired. Working part time at a local school as a tech in the wood and metalwork rooms

	Vehicle 1	Vehicle 2
Make:	Kia	Kia
Model:	Sportage (LWB)	Sportage (SWB)
Year:	2000	1996
Colour:	Blue / Grey	Blue / Silver
Mods:	Standard	Standard

What got you into four wheel driving? *I have an interest in geology and I used to head for the back country with a lot of gear ON my back, but now I am getting a little older I like to head for the back country with a lot more gear IN the back.*

What was your best 4WD experience? *Traveling from Cromwell over Mt Pisa (about 6000ft) in Central Otago on a beautiful day, staying overnight at the Waioara Snow Farm and having light snow falling in the morning.*

What was your worst 4WD experience? *Not having mud tyres and doing a snap 160 degree to the left followed by a snap 180 degree to the right while traveling alone on a slimy track to Lake Onslow in Central Otago. The speed that it happened at was scary, the weather cold (sleet showers) and wet and it looked like I could not turn around and return the way I had come without getting bogged in the water table. Nearest farm - a long walk away. Very slow 20 point turn followed by more sideways than straight travel back down the track to the gravel road. Being alone and stuck is a lot worse than being with others and being stuck!*



Track Maintenance

Do you know of any tracks that are in need of some maintenance? If you do then please make some notes to indicate where and what repairs are required (digital photos & GPS co-ordinates would be nice) and give the details to Ray Harkness at a clubnight or email them to rayh@paradise.net.nz

NB: Please do not ask us to do any work that would make "The 24 Hour Track" into "The 12 Hour Track" though!

Something to ponder: *Health nuts are going to feel stupid someday...laying in hospitals dying of nothing.*

Getting the most out of your Co-Pilot

Giles Sullivan

“How do you fancy a trip out in the truck on Sunday? It should be a good day. Nothing too tricky but some nice tracks and the chance to see some views that you won’t see anywhere else.”



At least that was how I lured the latest unsuspecting colleague to be co-pilot for me on the Terawhiti Winter trip. You’d think he would have learnt from the stories around the office recounted by his predecessors, but no. Not this rookie co-pilot. He gladly packed his camera and accepted the ride.

I still contest that Ron Wadham should be writing this trip report, since he is both old enough and wise enough to know better than to venture down to the waters edge on the approach to Cave Bay. He knows it will always require a tow up the steep shingle. However, the judges decision is final, and apparently I won this dubious honour on an aggregate score across the day as whole.

Having traversed the Terawhiti station in convoy, 20 shinys dropped on to the South Coast ahead of Cave Bay at 11.30. Knowing that low tide had

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***Something to ponder:** The other night I ate at a real family restaurant - every table had an argument going.*

been and gone some 2 hours before, a recce of the bay was quickly conducted and the decision was made. We were going, but we would have to be quick since the waves were already rushing the base of the cliffs at our entry point. A quick "Tips from the Top" session on the perils of Cave Bay was delivered, and the rookie was wondering what he had let himself in for. "Those gum boots in the back do not look too bad after all" he mused, and slipped them on before jumping back in the truck.

As we sat and watched the first few wagons get their feet wet, my co-pilot, henceforth known as Murray Walker, proclaimed "Wouldn't it be embarrassing if we were to be stuck here!" As the wheels turned and the shingle was dug from beneath us, we soon found that we were beached under the sill. Sitting high on a rock like one of the South Coast Seals, all we could do was wait for the tow and ensuing banter. One cheeky sod even offered us a pen, so that we might make a start on the trip report whilst being recovered. I blame Murray and his prophecy, but we had not even made it on to Cave Bay.

With pride suffering more panel damage than a Hard Yakka on the 24 hr track, we carried on around the south coast to Oteranga Bay, where we turned inland to commence the steady climb up the hill side.

Somebody much wiser than I, once advised that when approaching a steep uphill obstacle, it is often advisable to employ a "traction" oriented approach in preference to the "big balls", "full tilt" or "momentum" technique. In deference to his greater experience, I chose to heed his warnings when contemplating the deviation offered by our trip leader. Mr Jim Johnson had selected for us a delightful little mud bog with steep greasy climb out on the other side, and then treated us to an excellent display of the "Big Balls" approach. Mud flying, the little Zuk pulled through. This meant the Nissan was compelled to give it a go!

Murray had by now discovered the Jesus handle in the front, and clung tightly to it as we progressed smoothly across the mud bog. As we approached the climb so did the revs and up we went, before traction broke towards the top with forward momentum stopped abruptly. Moving back into the bog for attempt two saw the exhaust fill with gloop and the engine stalled.



It took some convincing to get Murray out of the vehicle, a look of total disbe-

Something to ponder: *Have you noticed that since everybody has a camcorder these days, no one talks about seeing UFO's like they used to.*

rief on his face clearly relayed his thoughts. The idea of getting out of the vehicle to wade in mud had not figured on his expectations for the day, let alone shoving his arm under the vehicle and fiddling with mud. Rest assured, that despite the passing of a week now, he is not ever going to let me forget this. Have I told you how many beers that I apparently owe him? However, he was wearing the gum boots, and to his credit he did step out of the vehicle to assist.

With the motor started it was clear we were not going to make it up the slope without any forward momentum, so a winch was organised. As the truck was pulled clear of the mud and the climb began so the tension was taken up by the winch cable which creaked accordingly. The sound of the cable was quite disconcerting, and the advise was that it might be better to reverse out the way we had come in. Fine in theory, but no one really expected the ground to be quit so soft.

With the back of the vehicle slightly off-line we soon located some much deeper mud. Keeping the revs wound on meant the engine did not falter, but none the less, we were going no where. Before I could utter a word Murray had expressed his thoughts, unprintable as they were. The Rookie peered out of the window, and informed that the mud was up to the hubs at the rear, before reluctantly leaving the cab again. I hadn't the heart to tell him that I could see the wheels on the other side.



"It's no good," Murray proclaimed, "We are going to need a shovel! You're stuffed!"

Just as Murray thought his day could get no worse, a shovel was passed to him through the window. That said, just as I thought the day could get no worse, spectators started moving around to the drivers' side of the vehicle for a different view. It was at about this time I began to wish that I had got around to removing the 2 foot high 'Recovery' sticker left over from the Wairarapa Rally a couple of weeks before. Too late, the cameras were out, and the image was captured forever.

Our misery soon came to an end, and at least we were afforded the dignity of being recovered by another Nissan, and we were

Something to ponder: According to a recent survey, men say the first thing they notice about a woman is their eyes, and women say the first thing they notice about men is that they're a bunch of liars.

able to move on in the knowledge that nobody following us managed to successfully tackle this obstacle.

As the day progressed we were treated to some of the most spectacular views you could wish to see anywhere in the world. 360° views from Tararuas to Canterbury and back again, interrupted only by ongoing protests that mud wallowing was not in the job description.



The rest of the day continued as planned, or rather promised, and Murray regained his composure. We continued across the Terawhiti station on a variety of invariably muddy tracks, which gave rise to interesting displays 4WD mud skating. Some were understandable, others not so, but all equally entertaining.

As I recall there was only one other recovery of note, which involved Tail End Charlie falling off a relatively flat section of track. I am not sure that the event was ever fully explained, but it did require winching and counterbalancing.

It had been an extremely entertaining day, and I believe Murray also enjoyed himself. Whether he would admit that, I am not sure. However, I am perhaps being a little unfair. Murray was in fact carrying a broken arm, and neither digging nor being slammed against the inside of the cab really helped much.

Full marks go to Murray for a Top Effort, and Jim Johnson for organising a great trip.

Fire Extinguishers

A reminder from our Safety Officer that the Club's fire extinguisher specification has a minimum size required of 0.9 kg dry powder or 1 litre foam.

And also, members should have their fire extinguishers checked yearly, and Wormalds in Cuba St Petone will do this service free of charge.



When the husband finally died his wife put the usual death notice in the paper, but added that he died of gonorrhoea. No sooner were the papers delivered when a good friend of the family phoned and complained bitterly "You know very well that he died of diarrhoea, not gonorrhoea.

Replied the widow, "I nursed him night and day so of course I know he died of diarrhoea, but I thought it would be better for posterity to remember him as a great lover rather than the big shit he always was."



Highlights of the NZFWDA Central Zone Meeting



Held at Foxton Beach 19th July, where 8 of the Zones 10 member clubs plus ourselves and Feilding Club were represented.

- The Zone formally welcomed The CCVC to the association but we understand that actual membership needs to be ratified by the national executive at their August meeting
- The meeting focussed on new ventures whilst managing existing issues such as Land access

Ngapotiki station access and development has been resolved with ongoing management being handled by ARAC with Ian Wishart of the Wairarapa 4WD club providing liaison. Johnson's road has yet to satisfactorily resolved as the Local authority is being obstructive in allowing access and recourse to the courts is again the way forward as indeed it is to recover costs associated with the earlier hearings.

- The concept of a zone, Manufacturers Challenge was well received and is diaried for the 1st quarter 2004 in the Manawatu.
- A zone wide jamboree in the Hawke Bay is also envisaged for next year

These initiatives are not designed to move event management to the zone rather to encourage participation across the region and build a more integrated group of clubs.

- CCVC offered to host driver training for other zone clubs at our training days provided space was available with CCVC members interests prioritised
- Zone funding was considered adequate and secure and with extra income due as a result of Feilding club and ourselves joining, increases were deemed unnecessary
- Steve Donavan, 'El presidentee' clearly wants to up the communication stakes and indicated plans to visit the clubs on a somewhat more regular basis.
- CCVC confirmed its intention to participate fully offering resource to the Zone where appropriate.

In summary an excellent meeting that bodes well for the future.

Paul Adams - NZ4FWDA Delegate

Something to ponder: *All of us could take a lesson from the weather - it pays no attention to criticism.*



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Wellington

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Something to ponder: Have you noticed that a slight tax increase costs you two hundred dollars but a substantial tax cut saves you thirty cents?

Seeing we are joining the New Zealand Four Wheel Drive Association, I have borrowed (hope they don't mind!) the following from their website:



The New Zealand Four Wheel Drive Association Inc. (NZFWDA) is comprised of a collection of NZ 4WD clubs and their members, who enjoy four wheeling and are working to ensure a future for their recreation. There are many components to this process and they include:

Safety: This is an essential task to ensure that safety is uppermost in peoples minds as they enjoy their recreation. Accidents on club events can affect many people, including the organisers of the event. Risk management is strongly advocated and assistance available in planning for it.

Unity is strength: Numbers are vital in lobbying for recreation opportunities and we need the full support of the four wheeling community. With the support of all clubs we can provide backing of a strong organisation to assist where it may be needed.

Access: To public and private land is vital to four wheeling and the NZFWDA works with land managers, local authorities and government departments in efforts to ensure our needs are recognised. This can extend, as it has already this year, to legal challenges against local authorities over stopping of legal roads. There have been many successful programs promoted by the NZFWDA that have allowed 4WD recreational use of public and private land. The Maratoto trail, the managed use of the Akatarawa's, the reinstatement of bridges on the Whangamomona Rd and only recently



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 collection.

Something to ponder: *In the 60's people took acid to make the world weird, but now the world is weird and people take Prozac to make it normal.*

the opportunities opened up on East Cape are just some of the success stories.

Land use: Once we have access this needs management too and the NZFWDA provides an information resource for responsible land use.



Rules and regulations: Rules and regulations are continually being thrust at us and many are vehicle orientated. The NZFWDA is a founding member of the Low Volume Vehicle Technical Association (LVVTA) and has its own Technical Review Panel (TRP) who work with LVVTA to "balance" some of the whims of bureaucracy.

Insurance: Insurance for clubs and members is a valued benefit of the NZFWDA. It provides public liability cover for them while on organised events. There are also policies for legal defence and statutory liability. The policy does not provide "member to member" cover.

Competition: Competition is the role of the NZFWDA Competition Committee and they are responsible for the National Trials series that are hosted by clubs and others around the North Island. Other competitions are recognised and run by member clubs including "winch challenges" and "fun trials".

Promotion

Promotion of four wheeling is the basis of all these activities, since a safe

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Something to ponder: *Politics is supposed to be the second oldest profession - I have come to realise that it bears a very close resemblance to the first.*

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well organised family recreation is one that will be popular.

The NZFWDA has an annual conference open to members and an AGM where clubs vote on a delegate basis according to membership numbers. There are three regional zones, North, Central and South Island with elected representatives who also in part make up the National Executive Council.



The annual cost of membership is currently \$20/annum, which is collected by the club and forwarded to the NZFWDA with the member name and postal address.

NZFWDA members get the insurance benefits on NZFWDA club related events or trips, the newsletter Trail Torque three times a year, a membership card including the club name and a NZFWDA sticker. The NZFWDA is a member of Tread Lightly! NZ, is linked to the Australian National Four Wheel Drive Council Inc. (ANFWDC) and are members of the international United Four Wheel Drive Associations.

All this for probably less than half a tank of fuel for a 4WD.

Something to ponder: *There is a theory that states that if ever anybody discovers exactly what the Universe is for and why, it will instantly disappear and be replaced by something even more bizarre and inexplicable. There is another theory which states that this has already happened.*

The full competitive calendar of the New Zealand Four Wheel Drive Association is:



19 October	Manukau Club at Extreme 4 x 4
30 November	Hawkes Bay
3 January	Windy City
7 February	Waikato
6 March	Taupo Club at PioPio
11 April	Wanganui (final)

INSURANCE - Off Road Cover. I was approached at the club champs about 4wd insurance cover. I understand that a number of members are having trouble insuring their 4wd when off road. A number of companies have stopped this cover. If you are having trouble give me a call.

Noel Cook, phone 566 6182 (wk), 027 445 8473 or

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Something to ponder: How is it that one careless match can start a forest fire, but it takes a whole box to start a camp fire?



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.

Message from our safety officer:

I'm trying to track down some of our club first aid kits. Can you please put a small note in the next newsletter, asking anyone who's holding one to contact me (04 478 7311 or 025 467 935), or bring them to the next club night.

For Sale

PTO winch for Nissan Patrol/Safari
Complete with all the bits except for
the cable. \$2,000
Ph Roger Seymour 586-2518 or
021 424-351

For Sale

Four 39.5x15 BFG Mud terrains
With tubes on Suzuki 7" rims
\$800 Phil Flower 237 7181

NEW MEMBERS

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



Vaughan Heberley - Toyota Prado
David Howard - Toyota Landcruiser
Andrew Lacy - Full family member



Something to ponder: *You read about all these terrorists - most of them came here legally but they hung around on expired visas for as long as 10-15 years. Now, compare that to Blockbuster - you're two days late with a video and those people are all over you. Let's put Blockbuster in charge of immigration!*

Membership Discounts

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

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

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Something to ponder: *Every teenager should get a high school education - even if they already know everything.*

Club Committee Meeting Highlights

1. **Financials** - All income and expenditure on target
2. **Land Access** - First km of Johnsons Rd GPS surveyed
3. **Land Access** - Everyone including those who bought keys are now locked out of Ngapotiki Station
4. **Land Access** - Odlins Rd maintenance to resume shortly
5. **Term of office for committee members** - investigating the benefits of only changing one third of the committee each year with period of election being three years and a new role of Past President is being looked into; if found worthwhile, it would become a constitution change for the Club to approve at a Club Night
6. **Safety** - The possibility of making club radios mandatory on club 4x4 and hard yakka trips has been referred to the safety sub-committee
7. **NZFWDA** - Our membership request has been accepted by the Central Zone but the Executive must ratify our request at their next meeting
8. **Trip Leader Training** - Focus on getting trip monies and paperwork into the system promptly
9. **Vehicle Database** - Larry has offered to setup a database of vehicle types and modifications to be investigated
10. **Radio Callsigns** - Possibility of assigning one per member when joining being looked at

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Offers similar elongation to nylon rope,
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Described by users in trials as 'magic,
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**WELLINGTON
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Something to ponder: *If you're playing a poker game and you look around the table and can't tell who the sucker is, it's you.*

Are you a new member? Do you get the News emails from the club? Do you have access to the club's website memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members.

Some useful email addresses are:

- Webmaster@ccvc.org.nz (general web site queries)
- lists@ccvc.org.nz (contact the person who administers the list servs)
- Trips@ccvc.org.nz (contact the Trip Coordinator)
- newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (contact the membership database administrator)
- Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)
- NZ4WDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)



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LOWER HUTT

Something to ponder: You know when you are sitting on a chair and you lean back so you're just on two legs then you lean too far and almost fall backwards but catch yourself at the last second? Well I feel like that all the time.

Now that our Membership of the 4WD Association is imminent, we become entitled to receive the LVVTA newsletter. Andy has suggested that it would be good if we started to publish these so that all our Members can see what is going on.

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc

LVVTA COUNCIL NEWSLETTER - July 2003

Hi there everyone; with everything that's been going on, and now that the changeover to post-Glenn is all settled, I thought it was about time to give you a quick over-view of things that have been going on during the last few months.

Transition from Glenn to Manurewa office

Obviously, this has been the key issue for LVVTA over the past few months, ensuring that the low volume system continued to tick along with minimal trauma as Glenn stepped away from the running of the association. This has all gone remarkably smoothly, as a result of Linda Washington (my partner to those of you who don't know Linda) coming in and setting up the Manurewa office and taking over all of Glenn's administrative duties in the interim, and also thanks to Glenn and Helen's tutoring and telephone support. Linda is in place temporarily until LVVTA's full staffing needs are assessed, which can't happen until the technical understudy is appointed, which will then enable the management committee to determine what remaining functions need to be fulfilled and what kind of person can best meet those needs. Linda is filling the spot in the interim, which fortunately coincides with the quiet time of her (seasonal) working year looking after our automotive clothing company.

Glenn is remaining on in a (significantly reduced time-wise) support role on an 'as and when needed' basis, so we will continue to reap the benefit of his calm wisdom for some time yet.

The Manurewa office is now fully set up to enable two full-time staff members to operate effectively and efficiently with two computers in separate rooms (networked with things like hubs, routers, jetstream, and all sorts of other things I don't properly understand), plus inter-connected phone lines, and desks pirated from LTSA in Wellington.

Obviously this whole transition has taken a lot of everyone's time over the past few months.

Technical Officer Vacancy

Over the past three months, we have been advertising for a new technical officer; effectively someone to come in and work in a salaried position for

Something to ponder: *I'm not 50 something - I'm \$49.95 plus shipping and handling.*

LVVTA, to operate as an understudy to me, build up knowledge of the low volume system, and ultimately be able to continue the running of the organization if the need arises. This began with situations vacant advertisements in 'Petrolhead magazine', but due to a lack of response, the net was cast much wider throughout many other automotive publications and newspapers, and we now have around 25 applications narrowed down to 6 possible candidates, with the first round of interviews taking place next week.

Performance Review System

The other big issue that has been taking place and taking up time during the first half of this year has been the preparation for, and commencement of, application of LTSA's 'performance review system' (PRS). The potential consequences of this transition going badly is monumental; the last time such a change occurred was when Motorsafe took over the LVV quality management system operations, which resulted in our system losing around 40 very good certifiers. Clearly we couldn't afford similar losses, so this has been a top priority for LVVTA to work with LTSA and the certifiers since mid last year to ensure as smooth an introduction as possible.

We have conducted two rounds of nation-wide LVV training sessions on the subject of the PRS (November 02 & April 03), had several meetings with LTSA and effected many major changes in the PRS as a result. This has meant for LVVTA the development of quite a lot of new documentation for the lvv certifiers, an additional mail-out to the lvv certifiers, plus a lot of on-site and telephone support to nervous or unprepared lvv certifiers. LTSA have been very co-operative and helpful throughout this, even to the extent of requiring all of the LTSA reviewers involved in low volume coming to Auckland for two days of training in low volume issues by us.

So far the implementation of the PRS has gone very well, with the first 11 certifiers gaining excellent scores and long review periods that will effectively reduce their operating costs. Fingers crossed for the rest of the good ones.

We are continuing to assist this transition with collating approved lvv certification inspection sites for LTSA.

Exhaust Noise issue

No doubt you've all heard or read about this. Again, a lot of time has gone into making submissions on this subject back to LTSA, researching and testing noise levels to give us a better understanding of the whole issue, attending industry meetings, writing articles to enable the media to keep their readership informed on the situation, and working with the exhaust industry to try and push LTSA toward improving the situation that existed as a result

Something to ponder: *Doctors can be so frustrating. You wait a month and a half for an appointment and he says "I wish you'd come to see me sooner".*

of the initial LTSA Information Sheet that initially caused the chaos.

This has all got some way to go yet, but the situation for Joe Average with his sports exhaust fitted to his 5 litre Commodore seems to have improved. Long-term, LVVTA will have to develop a noise emission standard, but the biggest battle will be to ensure this only has to be applied to the scratch-built and engine-swapped vehicles that would have to be certified anyway, and not every Joe Average Commodore with a sports exhaust.

Vehicle Inspection Requirements Manual rewrite

The LTSA Vehicle Inspection Requirements Manual (VIRM) issued last August was done under such time-frames that it was littered with errors and problems, not the least of which being the modification threshold items supplied by LVVTA for inclusion within each relevant section. The VIRM has over the past two months undergone a rewrite, and is to be re-issued to the WoF community any day. During this process, we kept in close contact with LTSA, ensuring that this time our threshold items were incorporated correctly. This relatively simple job became quite a large and on-going one, as yet more people within LTSA wanted to amend and modify the document that we thought had been seen and agreed by everyone within LTSA that mattered.

This modification threshold issue is a very important one, as it defines the start-point for lvv certification, which we've never really had before. We've been working on this for around two years now, so it will be a relief to see it finalized and in place.

Motorcycle representation and certification

With the introduction of the LT Compliance Rule 35001 in 1999, motorcycles that are modified or scratch-built are now subject to lvv certification. To enable their needs to be met, we've started discussions with various motorcycling enthusiast groups to try to get them co-coordinating themselves into one national body that could represent the interests of all modified or scratch-built motorcycle enthusiasts, to look at assisting us with completing a code of practice we wrote some years back, establishing a network of specialized IVV motorcycle certifiers, and possibly be represented at the LVVTA Council.

New IVV Certifier appointments

With the problems previously and currently experienced by having sub-standard lvv certifiers in the system, we've worked hard with LTSA over the last couple of years to establish a very tight screening and test process, which is now in place and working very well. This pretty much ensures that someone who lacks the necessary experience, expertise, and skill to be a lvv certifier, will not become appointed. LVVTA is heavily involved in this screening and testing process.

From LVVTA's point of view, the next step toward improving this part of the system is to try and limit the number of lvv certifiers geographically, where necessary. We're concerned that an additional certifier being appointed in, say, Auckland where 15 exist already (and are struggling for work) is detrimental to the system. We've formally pushed this line of thought asking LTSA to enact a clause within the LT Compliance Rule that allows the director to "take into account the number of certifiers already appointed and available in the relevant geographical region".

Also under the certifier appointment heading, we've also been pushing LTSA into ensuring that any new certifier undergoes training between becoming appointed and going into action. This has now been agreed, and a new certifier, once appointed, is now required to undergo a full-day introductory training session with us at the Manurewa office. This was carried out a couple of weeks ago, and worked well. We obviously can't do much in a day, but it gives the certifier at least an understanding of some of the basic operating principle, how the manual is constructed, where to find information, and how to fill out his form-sets. Certainly this presents yet another 'job' for us, but better in the long run to do this than answer a lot of basic questions over the phone over a long period of time.

LVV Standards

The price for progress in the areas above is, unfortunately, a lack of anticipated progress in the area of LVV Standards. Frustratingly, the Wheel & Tyre Standard, the Seat & Seat Anchorage Standard, and the Disability Adaptive Control Standard, are not, as they should have been by now, finalized to a point where they have been approved and circulated. These, together with an Emission Standard, will go back to becoming the priority from July on.

LVV Plate Volumes

LVV Compliance Plate numbers have continued a steady upward trend during 2003 as shown in the following chart, increasing from a monthly average during 2002 of 485, to a monthly average during the first half of 2003 of 541.

Next LVVTA Council Meeting

Now that Neil Fraser has finished swanning around the world over the last few months while the rest of us have been working, we are able to set a date for the next LVVTA Council meeting. The details of this will be sent out in the next few days.

We look forward to seeing you then.

Have you seen Fully Equipped yet? I haven't heard of any opening specials as yet, but the dudes down there may be open to some "haggling"

CROSS COUNTRY VEHICLE CLUB WELLINGTON INC
CLUB SURVEY 2003 - SUMMARY OF RECOMMENDATIONS

1. **In which aspect of four wheel driving are you most interested?**
 - Advise Trip Coordinator to increase the no of Shiny 4x4 and Club 4x4 trips.
 - Trip Coordinator to ensure the Weekend away trips are in the trip calendar well in advance.
 - Trip Coordinator to note interest in night drives and mystery/rally runs & put in trip calendar.
 - Inter-club events - establish liaison person for each other club to organise these events
 - raise at Club night.
2. **Should we limit the number of vehicles on trips?**

Advise trip leaders of results/comments via trip leader forum and training sessions.
3. **Thinking of social events, what has the most interest and importance to you?**

Encourage trip leaders to appoint an assistant trip leader to organise a BBQ - BYO meat.
Family type events - encourage trip leaders to put on kids events during family trips.
4. **How do you rate Club safety?**

Provide a handout at drivers briefing - Safety sub-committee to draft.
Put a kids competition on safety in each Newsletter with a prize - idea for Newsletter editor.
5. **Do you think we need to cap club membership numbers?**

A definite no.
6. **Should we be spending money on track maintenance?**

Pass suggestions on to Track Maintenance Officer.
7. **Are club trips generally well run?**

Pass comments to Trip Leaders through the Trip Leaders Forum and training -
Comments indicate that better communication is required on trips.
Encourage installation of VHF radios - develop a handout on benefits and use for new members.
Add section on communication and radio use to driver training.
Safety issues - Safety sub-committee is on to this.
8. **Are you happy with the Club newsletter?**

Guest columnist - make this a standing item on Committee agenda.
Trip Report - Trip leader to allocate at start of trip eg - last person to arrive.
Reporter - articles on members vehicle modifications - Larry H?
Photo's in Newsletter - get from photo's at Club night.
Numbers on pages - check with Kerry D to see if this is possible.
9. **Should we continue with the Deadwood Safari?**

Yes - ask Committee to set up a sub-committee to run an event.
10. **If we do continue with Deadwood, in what form should it be?**

No conclusive result - pass to sub-committee.
11. **What type of competitive events do you want to see run by the Club?**

Neil B to set dates for Club Champs (4) and Manufacturers Challenges (2)
Two gymkhana's - April, Feb
Club Champs - May, Sept, Oct, March
Manufacturers Challenge - Aug, Nov
Mud Plug - July
Kids/Junior event - indoor karts, Kids Champs at training area - January

12. Are you happy with Club meetings?

Continue with current formula.

13. Are the Club meeting balanced and informative?

Continue with current formula.

14. Are the Club meetings a good length?

Continue with current formula.

15. How well do you think the Committee manages the Club?

Continue with current formula.

16. How happy are you as a Club member?

Continue with current formula.

17. What is the best thing about the Club?

Number and variety of trips.

Camaraderie and friendliness.

18. What is the worst thing about the Club?

Summarise the list of comments and review at Committee meeting every third Committee night. Continue with the current formula.

Andy C - run workshop on vehicle improvements three times per year, non-mechanical twice per year.

Other Comments

Make a 4WD calendar with a competition to select the best Club photo's.

And below is the actions to achieve the above recommendations:

1. Neil - set up a sub-committee to organise a Deadwood Safari event. Suggestions for competition events to be run annually - 4 club champs, 2 manufacturers challenges, 2 gymkhanas, mud plug, kids events. Put dates in the trip calendar.

2. Marcel - increase the no of Shiny 4x4 and Club 4x4 trips in the calendar. No indication given of how many more, I'd suggest an extra one of each every couple of months.

There was a suggestion that we needed more away trips, we already run six/year so we felt these needed to be in the calendar earlier so members can see them coming up.

There was quite a lot of interest in night drives and mystery/rally runs - suggestion was to put some dates in the trip calendar to cater for these.

3. Roger - Trip Leader stuff - limiting the no of vehicles on trips - need to communicate some of the ideas to Trip Leaders through the forum and training eg split the group into two with delayed starts if more than 30 vehicles, limit no's on trips where large numbers will cause long delays or make a Family Shiny late finishing. Small groups are better on Club 4x4 and Hard Yakka trips. 43 out of 54 responses thought limiting the numbers on some trips was a good idea.

More BBQ's on trips, family oriented events - lolly scrambles etc.

See comments given on "Are Club trips generally well run" - these need to

be communicated to trip leaders - suggestions on communication on trips and safety issues.

4. Andy C - run a workshop on vehicle improvements 3 times a year plus 2 non-mechanical workshops.

5. Ray H - track maintenance - 43 out of 50 responses said continue with track maintenance. You need to have a look at the comments sent in, let me know if you don't have a copy of the survey results.

6. Alan D - Newsletter. Invite a guest columnist - we'll make this a standing item on the Committee agenda.

Roving reporter - articles on members vehicle modifications - Larry H is going to work on this.

More photo's - get from photo's sent in for Club night.

Number pages in the newsletter - check with Kerry to see if this can be done.

7. Larry H - encourage drivers to write up vehicle mods for publication to assist others and for general interest.

8. Wayne J - Safety sub-committee - prepare a handout for drivers briefings. Run a kids competition in each newsletter with a prize.

Reminders

1. Don't forget to get your vehicle checks done - see page 4 for a list of current vehicle inspectors.
2. Subscriptions are due very shortly. An invoice will be in the post shortly, but our honourable bean counter will take your money at Club Night.



FOR SALE

Mercedes Benz 280GE 4WD (G-Wagon)

1986 Short Wheel Base 5 seater, Automatic transmission, 104,000 miles, twin diff locks, in good original condition. \$11,000 ono.

Phone Peter on 04 566 8624 evenings

I was checking out at the local Foodland with just a few items and the lady behind me put her things on the belt close to mine. I picked up one of those "Dividers" that they keep by the cash register and placed it between our things so they wouldn't get mixed. After the girl had scanned all of my items, she picked up the "Divider" looking it all over for the bar code so she could scan it. Not finding the bar code she said to me "Do you know how much this is?" and I said to her "I've changed my mind, I don't think I'll buy that today". She said "OK" and I paid her for the things and left.

She had no clue to what had just happened!



Akatarawas a few months ago whilst trying to extract tail end charlie by the woolshed

Ron being guided by Andy across a scree slope



Pre-Requisites for Trip Categories

1 Introduction

CCVC organises and runs 4wd off-road trips and events that cover terrain of various degrees of difficulty. Club members and visitors that participate have differing levels of off-road driving skills and experience and their vehicles have differing degrees of off-road capability.

As a guide to participants, the level of difficulty of each trip is identified in advance as falling into one or more of the four pre-defined Trip Categories. The Trip Categories are defined elsewhere; a summary is:

Family Shiny	The easiest terrain, requiring the least driver skill and experience;
Shiny 4x4	More challenging;
Club 4x4	Specialist vehicles and equipment required, also additional driver skills;
Hard Yakka	The most difficult terrain, requiring significant driver and vehicle capability.

There is a risk of safety issues if drivers have inappropriate skills, experience or vehicle capability for any given trip.

CCVC has defined the guidelines set out in this document, describing driver skills and experience pre-requisites for participation in club trips and events, to optimise safety to the extent possible and practicable. Guidelines for vehicle pre-requisites are set out in the Trip Category definitions, documented elsewhere.

2 Effective Date

The skills and experience pre-requisites in this document come into effect as from 1 April 2003.

3 Pre-Requisites for Driver Participation

First, there are the basic competencies, then the pre-requisites for becoming a member of CCVC, then the pre-requisites for participating in each Trip Category.

3.1 Basic Competencies

All members are expected to have certain basic competencies:

- | | |
|--------------------------------|---------------------|
| o Vehicle dynamics | o Failed hill climb |
| o Tyres and tyre pressures | o Steep descents |
| o Snatching and being snatched | o Sidlings |

These basic competencies are covered by attending both CCVC Training Theory Session 1 and CCVC Training Module 1.

3.2 Skills and Experience Pre-Requisites for Becoming a Member

New members are expected to have the basic competencies, which are additional to other pre-requisites defined elsewhere (such as number of trips, visitor fees, approval process).

To become a CCVC club member, the prospective new member must:

- Attend CCVC Training Theory Session 1, not counted as one of the three required trips;
- Attend CCVC Training Module 1, which will be counted as one of the three required trips
- Gain the basic competencies, through the training and by going on Family Shiny trips.

Once these pre-requisites have been met, the prospective new member's application will be considered through the club's new member approval process.

3.3 Skills and Experience Pre-Requisites for participating in each Trip Category

Trip Category Skills and Experience Pre-Requisite

Family Shiny	All participants:	No pre-requisite.
Shiny 4x4	Non members:	Cannot participate.
	Members:	CCVC Training Theory Session 1; CCVC Training Module 1; CCVC Training Theory Session 2; CCVC Training Module 2; Participated in at least 2 Family Shiny trips <u>after</u> becoming a member.
	Members of another 4wd club:	Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4wd club and have adequate experience.
Club 4x4	Non members:	Cannot participate.
	Members:	CCVC Training Theory Session 1; CCVC Training Module 1; CCVC Training Theory Session 2; CCVC Training Module 2; Participated in at least 2 Shiny 4x4 trips.
	Members of another 4wd club:	Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4wd club and have adequate experience.
Hard Yakka	Non members:	Cannot participate.
	Members:	CCVC Training Theory Session 1; CCVC Training Module 1; CCVC Training Theory Session 2; CCVC Training Module 2; Participated in at least 3 Club 4x4 trips; Approval of Trip Leader.
	Members of another 4wd club:	Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4wd club and have adequate experience.

These trip category pre-requisites are guidelines, so that members and prospective members

can judge for themselves which trips are appropriate for them. The Trip Leader has the authority to exercise his or her discretion and allow or disallow individuals on a trip on the grounds of safety.

It is recommended that novices on Family Shiny trips and members new to the Shiny 4x4 category make themselves known to the Trip Leader and are allocated a "buddy" to guide and assist them during the trip.

3.4 Training Modules

In 2003 the structure of CCVC's training modules was changed. This table shows which of the old-style modules are equivalent to the new-style modules.

Training Modules as from 1 March 2003	Previous Training Modules
Theory Session 1	Module 1
Module 1	Module 2
Theory Session 2	Did not exist
Module 2	Module 3 and Module 4

Please note that the new modules need to be attended in sequence. In other words:

- Theory Session 1 is a pre-requisite before attending Module 1;
- Module 1 is a pre-requisite before attending Theory Session 2;
- Theory Session 2 is a pre-requisite before attending Module 2.

3.5 Moving Up

Members are requested to advise the Trip Leader when they attend their first trip of the next category up.

3.6 Existing Skills and Experience

Many club members already have skills and experience that they have gained over the years. It is not necessary for these members to attend the training modules in order to meet the trip category pre-requisites, although they are welcome to.

Members can judge for themselves whether they meet the pre-requisites, although bearing in mind that the Trip Leader has the authority to exercise his or her discretion and allow or disallow individuals on a trip on the grounds of safety.

A future development might be NZQA qualifications for people who attend the training modules. Members will be welcome to attend the modules and gain the NZQA qualifications if that is what they wish to do. There are no plans for NZQA qualifications to become mandatory in the club.



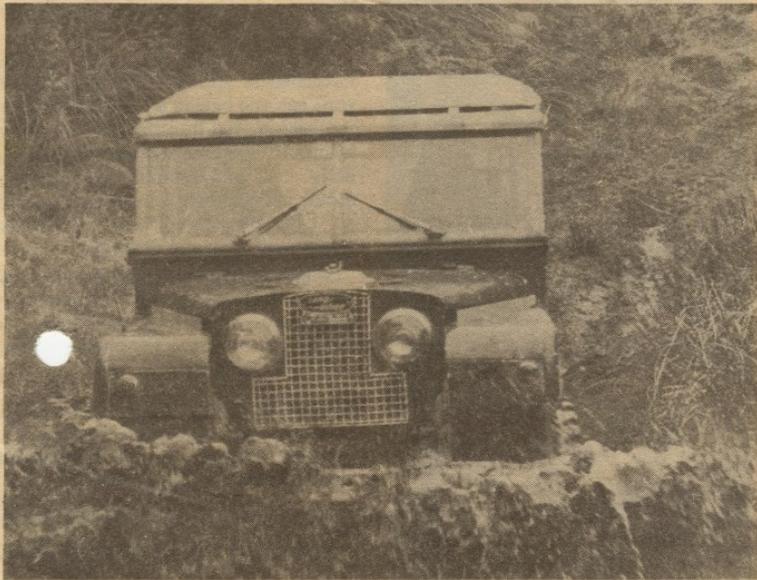
Lunch just before White Rock

Wrecked fishing boat on shore



Sub Committees	2003			2004			2004					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Convenor												
Safety	Wayne Jansen	Jul			Oct	-	Jan			Apr		
NZPWV Association	Paul Adams		Aug	Sep	Oct	Nov		Feb			May	
Search and Rescue	Jim Johnson			Sep			Jan		Mar			Jun
Trip Leaders Forum	Roger Seymour		Aug		Oct		Jan			Apr		Jun
60k	Antony Royal			Sep		Nov		Feb		Apr		

Projects	2003			2004			2004					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Leader												
Tow Hook Mounting		Aug				-						
New Members Procedure		Aug				-						
Membership Form Update		Aug				-						
Insurance Implementation 2003	Jul					-						
Conditions of Access			Sep		Nov		Feb			Apr		Jun
Second Marquee Sidewalls		Aug				-						
Club Manual		Aug	Final			-						
Register Club Name		Aug	Sep			-						
Code of Conduct		Aug				-						
Club Rules		Aug				-						
Deardwood		Aug	Sep	Oct			Final					
Constitution					Nov							
JD New Members Officer			Sep			-						
Web-Based Apps and Databases				URS			Final					
Implement Survey Results			Sep		Nov			Feb	Mar	Apr	May	Jun
Implement Help Desk	Jul	Aug	Sep	Oct	Nov		Jan					



Sunday driving, the four-wheel drive way . . . Bruce Mulhare shows how it's done.

Cross-country is what you make it

THERE are two kinds of four-wheel drivers—one likes to go out and see the scenery, the other likes to go out and see how fast he can make it go by.

For some, four-wheel driving is a pleasant way to see out-of-the-way spots with the family; for others it is a nerve-tingling contest of man and machine against almost any terrain.

Bruce Mulhare and John McGirr, both of the Wellington Cross Country Vehicle Club, typify the contrast.

Bruce was in there when the first clubs started forming in the early 1970s and took part in the early activities, particularly fun rallies with relish. He likes to sit back a bit now and remember the good times the sport has given him and family.

John on the other hand is deadly serious about four-wheel driving as a

Four-wheel driving is what you make it. You can use all that traction to take you out into the scenery, or you can go the aggressive way and pit your skill against the terrain. Tony Young reports.

competitive motorsport. He is the competitions officer for the Wellington club and has just completed his first full season of rallies in the Reidrubber XT Series.

HE wasn't placed in the series but hopes that putting a GM V8 under the bonnet of his rally-prepared Land-Rover will help in that department next year.

"I enjoy the pressure in a rally," he says. "You only have one chance at an obstacle and you have got to get it right first time."



John McGirr in his LPG-powered Miss Piggy. He likes the challenge.

Cross-country

Obstacles and hazards range from seemingly bottomless bogs to steep greasy slopes.

In several rallies John has had his wife Denise aboard. He confesses that sometimes there is an adverse effect.

"If a hazard is scaring her, I tend to

listen to her and not push quite so hard," he says.

John, a motor mechanic, became interested in serious rallying about two years ago and bought a Land-Rover "that had been driven into the ground" by a farmer. It was then stripped back to the body shell and rebuilt. The standard motor and gearbox were abandoned for an LPG-powered 173cu in Holden Motor and Trimatic gearbox.

John decided to use LPG before the current fuel crisis. It has a number of advantages, including the ability to supply full power to the engine regardless of the angle.

BRUCE, like John, is a motor mechanic and also has a Holden six-cylinder, trimatic powered (although slightly more standard) Land-Rover.

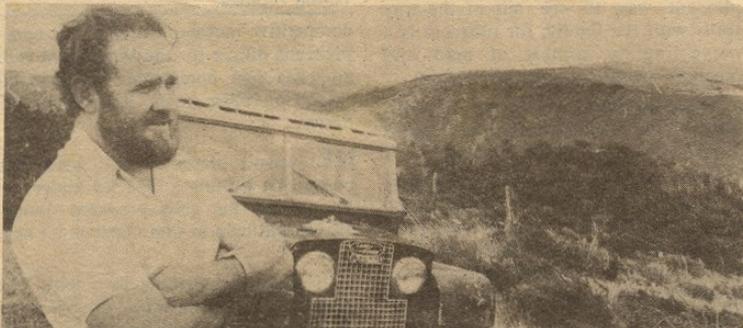
He bought his back in 1969 for \$1200.

"Big money in those days," he recalls.

That was also before the market explosion in four-wheel drive vehicles in New Zealand saw Toyota Landcruisers, Nissan Patrols, Range Rovers, late model Jeeps, Suzukis and others become available.

Bruce remembers meeting in people's garages and small halls when club membership was around the 20 mark. The Wellington club membership is now around 120.

There are about 30 clubs scattered throughout the country under the auspices of the Four-wheel Drive Association of New Zealand.



Bruce Mulhare's in the game for the scenery. Only the four-wheel drive motorist can reach these heights.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Akatarawa Ramble

Venue: Akatarawa Category: Family Shiny

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ron Wadham Phones: 04-563-7907 Callsign: K 55
025 210-6455

Limited numbers / # Yes Book with Trip Leader before: _____
Bookings Required: No

Trip Meeting Point: Totara Park. Just across the bridge then turn left

Meeting Time Date: Saturday 16 August 2003 Time: 9:30

Drivers Briefing Date: Saturday 16 August 2003 Time: 9:50

Trip Departure Date: Saturday 16 August 2003 Time: 10:00

Alternative Meeting Point: _____
Date: _____ Time: _____

Expected Finishing Point: _____
Date: Saturday 16 August 2003 Time: 4:30

Fuel/food/drink 60 km Kms / Available at: Upper Hutt
for: 1 day Days

Trip Fee: \$ 15.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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 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 |

Conditions of land access:

Notes:

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Manufacturers Challenge

Venue: Judds Farm Category: Club 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy Mitchell Phones: 04-977 2797 Callsign: K 90
0274 395 747

Bookings Required: No Yes Book with Trip Leader before: 14/08/03

Limited Numbers: No Yes

Trip Meeting Point: Judds Farm – Haywards Hill, near Britton's House Removals

Meeting Time Date: 16/08/03 Time: 9.30am

Drivers Briefing Date: 16/08/03 Time: 9.45am

Trip Departure Date: 16/08/03 Time: 10.00am

Alternative Meeting Point: Date: _____ Time: _____

Expected Finishing Point: Judds Farm
Date: 16/08/03 Time: 3.30pm

Fuel required for: 1 Day Available at: _____

Food & Drink: See below Days Available at: Bring drink, sausage BBQ provided

Trip Fee: \$10.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8.00am

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- One winch per team advisable
- 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 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 |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: *A challenge event for teams of vehicles of similar make. Make up your Teams of 4 or more vehicles before the event - check with Trip Leader if in doubt. One winch per Team would be advisable but not necessary. Event not suitable for children. Basic sausage BBQ lunch provided.*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Track Maintenance Ruts and Orange Hut

VEHICLE CLUB
Wellington (inc)

Venue: Akatarawa Forest Category: Shiny 4x4

Trip Leader: Ian Dixon Phones: 04-563 7610 Callsign: K 66
025-576 767

Limited numbers / # Yes No Book with Trip Leader before: _____
Bookings Required:

Trip Meeting Point: Cm State Highway (Haywards) and Moonshine Road- park clear of road

Meeting Time Date: Sunday 17 August 2003 Time: 8:45 am

Drivers Briefing Date: Sunday 17 August 2003 Time: 9:15 am

Trip Departure Date: Sunday 17 August 2003 Time: 9:30 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: Moonshine or Totara Park

Date: Sunday 17 August 2003 Time: 4:30 pm

Fuel/food/drink 1 day Kms / Available at: Pauatahanui
for: _____ Days

Trip Fee: \$ 15.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

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

Track type:

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

Conditions of land access:

Notes: Tools & safety gear suitable for cutting back over growth required – No visitors please

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.



VEHICLE CLUB
Wellington (inc)

Trip Information Sheet

Trip Name: Modified Vehicles study

Venue: Fully Equipped Hutt Rd Category: Training

Trip Leader: Andy Cockroft Phones: 04-972-5558 Callsign: K 26
027 448-2319

Limited numbers / # Yes No Book with Trip Leader before: _____

Trip Meeting Point: 453 Hutt Road - Fully Equipped Wellington

Meeting Time Date: Wednesday 20 August 2003 Time: 7:00 pm

Drivers Briefing Date: Wednesday 20 August 2003 Time: 7:00 pm

Trip Departure Date: Wednesday 20 August 2003 Time: 7:00 pm

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: _____

Date: Wednesday 20 August 2003 Time: 10:00 pm

Fuel/food/drink Kms / Available at:
for: _____ Days _____

Trip Fee: \$.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

- Tow hooks, front & rear
- Recovery stop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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 |

Conditions of land access: This education session will be held at the workshop at the rear of Fully Equipped 453 Hutt Road.

Notes:

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Mt Thompson & surf

Venue: Otaki area Category: Hard Yakka

Trip Leader: Jim Johnson Phones: 04-938-9404 Callsign: K 109
021 389-404

Limited numbers / # Yes No Book with Trip Leader before: 20 August 2003
Bookings Required:

Trip Meeting Point: Otaki Township near the round about

Meeting Time	Date: <u>Sunday 24 August 2003</u>	Time: <u>9:00</u>
Drivers Briefing	Date: <u>Sunday 24 August 2003</u>	Time: <u>9:15</u>
Trip Departure	Date: <u>Sunday 24 August 2003</u>	Time: <u>9:30</u>

Alternative Meeting Point: none
Date: _____ Time: _____

Expected Finishing Point: Otaki
Date: Sunday 24 August 2003 Time: _____

Fuel/food/drink 50/1 Kms / Available at: Otaki Township
for: _____ Days

Trip Fee: \$ 20 .00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- | | | |
|-------------------------------------|-------------------------------------|---------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Novice drivers |
| <input type="checkbox"/> | <input type="checkbox"/> | Average drivers |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Experienced drivers |
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

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

Track type:

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

Notes: *This is a exploratory expedition, I don't know much about the track so we'll find out what its like when we get there. I don't expect any beach and sand.*

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: ARAC Trip Leaders Training for Puketiro Forest

VEHICLE CLUB
Wellington (inc)

Venue: Puketiro Forest Category: Club 4x4

Trip Leader: Grant Purdie Phones: 04-233 1192 Callsign: K 71
021-612 216

Limited Numbers: Yes No

Bookings Required: Yes No

Book with Trip Leader before: 27 Aug 2003

Trip Meeting Point: To be advised when booking

Meeting Time Date: Sun 31 Aug 2003 Time: 9:30 am

Drivers Briefing Date: Sun 31 Aug 2003 Time: 9:50 am

Trip Departure Date: Sun 31 Aug 2003 Time: 10:00 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: To be advised when booking

Date: Sun 31 Aug 2003 Time: 4:30 pm approx

Fuel/food/drink: 60 Kms Available at: Pauatahanui, Hutt

Trip Fee: \$ tba Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Helpful

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Conditions of land access:

Notes: *This event is for ARAC Akatarawa Trip Leaders only and is being held as a pre-requisite to obtaining access to the Puketiro Forest.*

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Training module 1

Venue: Totara Park Category: Training

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy Cockroft Phones: 04-972-5558 Callsign: K 26

027 448-2319

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

Limited Numbers: No Yes

Trip Meeting Point: Totara Bridge Park

Meeting Time Date: Saturday 6 September 2003 Time: 9:30 am

Drivers Briefing Date: Saturday 6 September 2003 Time: 9:45 am

Trip Departure Date: Saturday 6 September 2003 Time: 10:00 am

Alternative Meeting Point: _____ Date: _____ Time: _____

Expected Finishing Point: Totara Park Bridge

Date: Saturday 6 September 2003 Time: 4:00 pm

Fuel required for: 10/1 Kms / Days Available at: Upper Hutt

Food & Drink for: 1 Days Available at: Upper Hutt

Trip Fee: \$15.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: *Member's vehicles are expected to conform to minimum Club trip standards for all equipment. All participants MUST have completed Theory 1 prior to attending this particle session.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Whitemans Valley tough trucks

Venue: Colin James Farm Category: Club 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: -tba- Phones: 04-238-4589 Callsign: K

Organiser Anthony Royal 021 431 848

Limited numbers / # Yes No Book with Trip Leader before: 5th Sept

Trip Meeting Point: Colin James farm Whitemans valley

Meeting Time Date: Saturday 6 September 2003 Time: 9:00 am

Drivers Briefing Date: Saturday 6 September 2003 Time: 9:15 am

Trip Departure Date: Saturday 6 September 2003 Time: 9:30 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: At start point

Date: Saturday 6 September 2003 Time: 4:30 pm

Fuel/food/drink 1 day Kms / Available at: Silverstream / Upper Hutt
for: _____ Days

Trip Fee: \$ 15.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

Vehicle requirements:

- Tow hooks, front & rear
- Recovery stop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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 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 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 |

Conditions of land access: Instructions to find the venue will be given when you book

Notes: This will be a serious / challenging event for CLUB 4x4 capable trucks and drivers

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.



Trip Categories (01/06/2002)

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 stopping, 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

30/11/03

13/08/03

From:

To:

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 13/08/03	1	Club Night	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	833
Sat 16/08/03	1	FBCC	Meetings	Foxton Beach	Grant Purdie	Grant Purdie	C	1:30 pm	947
Sat 16/08/03	1	Akatarawa Ramble	Family Shiny	Akatarawa	Ron Wadham	Ron Wadham	C		903
Sat 16/08/03	1	Manufacturers Challenge	Manufacturer	Judds Farm	Neil Blackie	Andy Mitchell	C		911
Sun 17/08/03	1	Ruts & Hut work party	Shiny 4X4	Orange Hut and ruts track	Ian Dixon	Ian Dixon	C	bit a work then a drive.	904
Mon 18/08/03	1	Deadwood sub-committee	Meetings	PWMC	Neil Blackie	Neil Blackie	C	7:30 pm	946
Wed 20/08/03	1	SAR private meeting	Meetings	Contact Jim	Jim Johnson	Jim Johnson	C	7:30 pm	945
Wed 20/08/03	1	Modified Vehicle study	Training	453 Hutt Rd. - Fully Equipped Wgtn	Andy Cockroft	Andy Cockroft	C	Hutt Road	925
Sat 23/08/03	2	Land Access Workshop	Meetings	Rotorua	Andy Cockroft	Andy Cockroft	C		914
Sun 24/08/03	1	Mt Thompson	Hard Yakk	Mt Thompson - Otaki	Jim Johnson	Jim Johnson	C	Bookings required	905
Wed 27/08/03	1	Committee Meeting	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	840
Sun 31/08/03	1	ARAC Trip Leaders Training for Pukeitiro Forest	Shiny 4X4	Pukeitiro Forest	Grant Purdie	Grant Purdie	C	for ARAC Akatarawa Trip Leaders ONLY	948
Mon 01/09/03	1	NEW VEHICLE INSPECTION STICKERS	All	NEW VEHICLE INSPECTION STICKERS			C	New Vehicle Inspection Stickers now required for all trips	931
Mon 01/09/03	1	Trip Leaders Forum	Meetings	PWMC	Roger Seymour	Roger Seymour	C	7:30 pm	932
Wed 03/09/03	1	Theory 1	Training	Pelone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		821
Sat 06/09/03	1	Whitemans Tough Trucks	Club 4X4	Whitemans Valley	Antony Royal	-tba-	C	Challenging CLUB 4X4	902
Sat 06/09/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C	Must have completed Theory 1	849

Tuesday, 5 August 2003 13:54

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

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Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Mon 08/09/03	1	Safety Committee / 4WD Assoc	Meetings	Wayne Jansen's place	Paul Adams	Wayne Jensen	C		940
Wed 10/09/03	1	Club Night	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	834
Sat 13/09/03	1	Another Roger's Hard Yakka	Hard Yakka	-ba-	Roger Seymour	Roger Seymour	T		941
Sat 13/09/03	1	Riders for Disabled Work Party	Special	Porirua Hospital Grounds	John Hughes	John Hughes	T	Work Party. Date to be confirmed.	899
Sat 13/09/03	1	Riding for Disabled and Aka's	Family Shiny	Akatarawa Forest	John Hughes	Lynn Philip	C	plan 9:00 - 11:00 at riding for the disabled followed by Aka's trip into the evening with a BBQ	920
Sat 13/09/03	1	North Range Road backwards	Shiny 4X4	North Range road - and side tracks	-ba-	-ba-	T	including side tracks in the area	921
Sat 20/09/03	1	First Aid refresher course	Training	47 Collingwood St Waterloo - St John Centre	Wayne Jensen	Wayne Jensen	C	8:30 am - 5:00 pm	928
Sun 21/09/03	1	Club Champs Round 2	Club Champs	-ba-	Neil Blackie	Neil Blackie	T		912
Wed 24/09/03	1	Committee Meeting	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	841
Sat 27/09/03	2	Waiouru weekend	Hard Yakka	Waiouru	Phil Lewton	Mike Gall	C	books with Phil - limit 30, accommodation detail pending	923
Sat 27/09/03	2	Waiouru Weekend	Club 4X4	Waiouru	Phil Lewton	Mike Gall	C	Bookings with Phil - limit 30, accommodation detail pending	934
Sat 27/09/03	2	Waiouru Weekend	Shiny 4X4	Waiouru	Phil Lewton	Mike Gall	C	book with Phil Lewton - limit 30, accommodation details pending	935
Sun 28/09/03	1	Waterloo School Fundraiser	Family Shiny	-ba-	Roger Seymour	-ba-	T	Date to be confirmed.	883
Wed 01/10/03	1	Theory 2	Training	Pelone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C	Must have completed Theory 1	822
Sat 04/10/03	1	Training Module 2	Training	Camon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C	must have completed Theory 1,2, and Practicle Module 1	850
Sun 05/10/03	1	Waterloo School Fundraiser : Rain-Off Date	Family Shiny	-ba-	Roger Seymour	-ba-	T	Rain off date.	889
Wed 08/10/03	1	Club Night	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	835

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Sun 12/10/03	1	-ba-	Club 4X4	-ba-	-ba-	-ba-	T		922
Sun 12/10/03	1	-ba-	Family Shiny	-ba-	-ba-	-ba-	T		936
Sun 12/10/03	1	-ba-	Shiny 4X4	-ba-	-ba-	-ba-	T		937
Wed 15/10/03	2	First Aid Training Course	Training	47 Collingwood St Waterloo, St John Centre	Wayne Jensen	Wayne Jensen	C	6:00 pm - 10 pm	929
Sat 18/10/03	1	South Coast Clean Up	Special	Red Rocks	Jim Johnson	Jim Johnson	T		938
Sun 19/10/03	1	Club Champs Round 3	Club Champs	-ba-	Neil Blackie	Neil Blackie	T		913
Wed 22/10/03	2	First Aid Course	Training	47 Collingwood St Waterloo, St John Centre	Wayne Jensen	Wayne Jensen	C	6:00 pm - 10:00 pm	930
Sat 25/10/03	3	Labour Weekend at Foxton	All	Foxton Beach			C		890
Wed 29/10/03	1	Committee Meeting	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	842
Mon 03/11/03	1	ARAC Committee	Meetings	Murray's House			P	7:30	860
Wed 05/11/03	1	Theory 1	Training	Pelone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		823
Sat 08/11/03	2	NZ4WD Magazine Readers Trips	Special	Akatarawa Forest	-ba-	-ba-	P	CCVC to host these trips.	812
Sat 08/11/03	1	Guy Fawkes Trip	Family Shiny	-ba-	-ba-	-ba-	T	Visitors from NZ4WD Mag Readers Trip will be invited to attend too.	891
Sat 08/11/03	1	Guy Fawkes Trip	Shiny 4X4	-ba-	-ba-	-ba-	T	Visitors from NZ4WD Mag Readers Trip will be invited to attend too.	892
Sun 09/11/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		851
Wed 12/11/03	1	Club Night	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	836
Sat 15/11/03	1	Tutumuri	Family Shiny	South Wairarapa	Barry Insull	Barry Insull	T	To be organised. Date to be set.	875
Sat 15/11/03	1	Corporate Fundraiser	Guest Group	Terawhiti Station	Roger Seymour	-ba-	C		882
Mon 17/11/03	1	ARAC/WRC Liaison Meeting	Meetings				P		862

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Sat 22/11/03	1	Phil Foothead Wairarapa invite	Shiny 4X4	Ohunga - Castle Point	-ba-	-ba-	T	Invite from Wairarapa club	939
Wed 26/11/03	1	Committee Meeting	Meetings	Pelone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	843
Sat 29/11/03	1	4x4 to Christmas function	Family Shiny	-ba-	John Vruink	-ba-	T		942
Sat 29/11/03	1	Christmas function	Special	-ba-	John Vruink		T		943
Sun 30/11/03	1	Kids Christmas	Special	-ba-	John Vruink		T		944



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