



VEHICLE CLUB  
Wellington (inc)



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# February 2003

The Official Magazine of

**The Cross Country Vehicle Club (Wellington) Inc**

PO Box 38-762, Te Puni, Wellington

[www.ccvc.org.nz](http://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 Matariki Grove, Wainuiomata, fax to 04 914 5825 or email to [newsletter@ccvc.org.nz](mailto: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**  
**Mark Beckett 04 938 8789 (hm) or 025 287 7649**

### **DISCLAIMER**

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



## Editorial Ramblings

Welcome to the first issue of the Cross Country Chronicle for 2003. I hope everyone had a great break and are all ready, willing and able for a new years worth of 4WDing. I hope you all had a chance to get out and about abit over the holidays - I certainly did.

I had about 10 days touring around central Otago and probably saw 10% of the places to go. Not too much serious stuff but some great scenery - it's an amazing place, with so much space open to the public with very little land access issues.

Alan...

***PS: Don't forget the survey - remember if you don't say anything when you have the chance, then you can't complain afterwards!***



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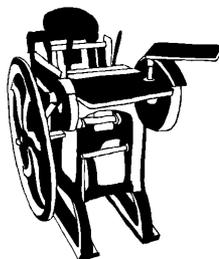
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Cover photo: *The after effects of an unscheduled offroad excursion on the road from Whangamomona to Te Wera.*

# Cross Country Chronicle

## President's Piece - January 2003

Hi All, welcome to our first monthly newsletter for 2003.

What a summer it has been so far! Our normal magnificent fine and hot Wellington climate (well, most of the time) and just so many club trips. As always, a great big thanks to those who organised and ran these. A special vote of thanks to Steve O'Callaghan, who did so much of the organising and running around for all the Christmas-New Year trips, and to Layne Jones who helped Steve with the organising.

This year looks like being another highly active time for the club, already we have lots of trips planned and there are other moves afoot to further improve the efficiency of the club and to make sure we keep down costs to members while keeping 4wd as our priority.

Safety continues to be a concern. Yet more examples from the world around us show what can happen if we don't pay attention to safety all the time. A local property has just closed down their off-road facilities due to the risks associated with OSH and the consequences of what drivers can do to themselves. The Sydney train crash shows that here in Wellington the LTSA were right to insist on controlling trains when there was a risk of track buckling.

So we keep looking at safety and finding ways to improve our practices. We've recently introduced the safety briefing card as a prompt for trip leaders at their drivers' briefing. We're working on some standard safety plans to augment the planning and running of our trips. Our Committee has asked that we tie in driver experience to trip categories and we're working on that - Andy Cockroft will explain our current thinking on this at the February club night. And... the safety committee has also been asked to study whether club radios should be a requirement for Club 4x4 and Hard Yakka trips, following a recent incident.

Another safety improvement is to make sure we understand what is a club trip or event and what is not. It has been generally understood that a trip is an official club trip (and therefore qualifies for our insurance cover) if it is approved by the Trip Coordinator, there is an approved trip leader, Trip Information Sheet and safety plan (the safety plans are being developed) and the trip has been publicised to members. We need to have a discussion about this last point at club night, as there is lack of clarity on what "publicised to members" really means, and we need your views so we can be clear.

On other matters, we are moving towards a decision on Motorsport at long last. It has become clear that we need to decide on whether we should re-join the NZ4WD Association at the same time we decide on our future with Motorsport, so the sub-committee will have a discussion paper ready for the February Committee meeting. Then the matter will be reported in full to the March club meeting, including setting out the final decision steps.

Because of the timetable forced on us by the decision making process for these matters, the Committee have decided that this year's AGM cannot take place until June, some two or three months later than usual. As part and parcel of this schedule, the Committee has asked the Treasurer to prepare an interim budget for the year. The Committee also decided that the Club Season is now formally set as 1 April to 31 March, to help with scheduling our competition calendar. Consequently the awards evening will be held in May.

Meanwhile please complete our members' survey, included again in this issue of the newsletter. If you're not happy with any aspect of how the Committee is running the club, this is a way to let us know!

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

Grant Purdie, Club President, 6 February, 2002



## Trip Categories

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

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

Hi All,

*I have recently purchased a penthouse apartment in Mount Maungai as an investment property. The transfer came through this morning and I've held off telling any of you until it was finalised. It is available to be rented for weekends (or weeks). I have attached a photo. I will handle the initial bookings myself, while I search for an appropriate Estate Agent to manage the property. Weekends will cost approximately \$400 (friends and family rate) for two nights, and \$1300 for the week. Book early as the penthouse, with it's amazing views of the local area, will be popular. I have attached a picture for you to take a look at. Please let me know if you are interested.*

Tony



## Equipment Required

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

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

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



## Trip / Convoy Rules

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

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# Cross Country Chronicle



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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

## Upcoming Events

**Feb 13-14:** AutoActive motor industry trade show. *North Shore Events Centre, Auckland*

**Feb 15-17:** Waikaia Switzers High Country 4WD Jamboree. *Contact Lenox Allison, PO Box 44, Waikaia or lenox.a@xtra.co.nz*

**Feb 16:** NZ4WDA National trials series. *Extreme 4WD Adventure Park, Auckland*

**Feb 16:** Kumeroa Tiki Tour. *Mainly farm tracks, up to almost 1000m, run by Woodville Lions. \$55 vehicle/driver, \$10 passengers. Contact 06 376 5806 (day), 06 376 5991 (evenings) or email kemp.motors@xtra.co.nz*

**Feb 21-23:** Southern Winch Challenge. *Mt Lyford (Nth Canterbury/Kaikoura) and area. Contact winch.challenge@4wd.net.nz*

**Feb 23:** Awakiri & Districts School 4WD Rally. *Fundraiser around Waitahora, \$50 per vehicle. Contact Julie Sargent, RD3, Dannevirke or 06 374 2846.*

**Feb 23:** Canterbury 4WD Show. *A&P Showgrounds. Contact Patricia Thornton on 03 352 5494*

**Mar 2:** Pirongia Mountain Safari. *Farmland & bush at the base of Mt Pirongia (west of Te Awamutu). Contact 07 871 0073 or 07 871 9577*

**Mar 9:** 4WD Family Safari. *Ruahine foothills starting at Tikokino. Contact Mark Warren at 06 859 3731, hillseekers@xtra.co.nz*

**Mar 15-16:** Kawhia Safari. *Same area as last time but different route. Contact Bill Neill on 07 871 2873 or billneill2000@xtra.co.nz*

**Mar 18:** Rangiwhia Playgroup 4WD Trek. *Same area as last time. \$45 advance registration. Phone/Fax 06 328 2701*

**Mar 21-23:** NZ Superwinch Tuff Truck Challenge. *Contact Pete Weatherly on email lynette.pete@xtra.co.nz*

**Apr 6:** NZ4WD Show. *Auckland*

**Apr 13:** Valley Safari. *Day trip out of Apiti. Contact 06 328 8082 or 06 323 1422*

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

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.

**LEROY GOES TOPLESS! - 11/02**

Giddyay. I can say that cos I'm a kiwi - bin here longer than most a you lot and I've got me papers to prove it. Course I'm a bit of a mixture now with Brit, Oz an Jappo parts - wonder what that young Peters fella'd think of me then - bleedin' immigrant I s'pose. Oh yeah - I read da papers - you fink I'm iggorant or literate or summat?

I was goin' to say it's been quite a slow month but when I check me records (yeah, us vehicles all keep a diary ya know), His Nibs (& Her Nibs) got me out four times for trips. But I bin getting' a lot of drivin' lately as Paj dropped a cam belt (whatever that is - new fangled technology eh), broke a couple a rocker arms so he's off the road. So I'm the main transport. He don't know the full extent of the damage yet but I can see it's less readies for me (again). But I got me eye

on his muds - well if he can't use em and mine are gettin' down it's fair enough innit? That's why we got stuck in that mud on Sunday at the Champs - rubbers a bit worn an all the other trucks get good stuff - Swampers, Simex - gor blimey, how're I sposed to keep up with our group like Craig and John and Larry. His Nibs bought himself new gumboots the other week - whadda bout me eh? That's what I say but he says he has to get the Treasurers approval and she's got other plans (what's a mortgage then?).

Well since we got onto it might as well mention the Club Champs - bit of a change from the last one, you remember it was so wet we could hardly get out of the marquee, this

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### A few examples of unfortunate signage!

time it's so hot His Nibs takes me top off. It was great gettin' the air blowin' in around the back. I took the opportunity to get ridda all that sand I picked up at Foxton. Trouble is the wind sorta swirls in from the back and blows dust and sand into the front seat - His Nibs weren't too happy gettin' covered in it driving up the motorway - in his hair and eyes and mouth HAAAA. Sorry if ya lunch was a bit gritty though, I heard it did get into the bread and butter and stuff, tough cheese really though eh.

It was a ripper day - not many shiney's out though, just Mike and Sharon (Paj - maybe they're OK eh), Steve in the Cruiser and Larry's Safari. More rally trucks than anything, good to see em back even though the course was "vehicle friendly" and good for everyone. Good of that bloke Judd to let em on his property at such short notice. That bloke Hughes helped out a lot too - can't work out what that vehicle he drives is though - looks like a car, sounds like a tractor, got motorcycle bits on it, drives places like a four wheel drive! Must be in a awful identity crisis - tried to talk to it eh but couldn't get any sense out of it (actually I was havin' trouble keepin' up with it to be honest). I saw Bruce showed up but in a Mu, does R'GDAY know about that Bruce? And Phil in a shiny Safari - where's Hilux, he shoulda bin there, drivin' the course, he wanted to. At least Persef got a run, and the Flying Fridge was goin' well.

Another hot trip was the Orongorongo's with Ron on the day they had the Xmas party - up over Cattle Ridge, nice little dip in the river and up the next ridge where you could see right over into Wellington and up the Wairarapa - well they said you could, it gets a bit fuzzy for me past about 20 metres these days. Sometimes I think that's true for His Nibs as well, the way we keep hitting trees and banks. Got his brother to put a nice little nudge bar on to protect me guards a coupla weeks ago - bent it on a tree on Sunday. Hardly had it five minutes and bends it, you'd think it was his or summat - some people got no respect. Anyway, I could tell by the way they was all oohin' and aahin' it was pretty special up on top of that ridge - sunny and calm, never happened around Wellington before.



# King Toyota

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

We had a nice drive up Odins Road with Jim too - going to the Snowy (there's a song about that eh - "Take me to the somethin' or other", it'll come to me). That was a more miserable sorta day, reminded me of the Old Country, when it's a nipper, cold and misty all the time. John had his nice Pajero there, he'd decided to leave the steps on to protect the sills, lucky he did eh cos they were all bent up by the end of the day, same on the Mu. I'm thinkin' maybe I should get some of those steps too. Actually His Nibs has got some in the garage already, off ol' Paj, but they're all bent up too - you'd think they'd make em stronger if they're gonna protect the sills.

Well gotta go to work. Wish His Nibs'd get a move on and get Paj back on the road, I've gotta get up early to get to work every day now, I'm sposed to be retired for crying out loud, I need me sleep after a hard weekend - had to tow that bleedin' trailer with all those drums and pegs all over the flamin' countryside and back yesterday too. Perhaps I'll get a snooze during the day. See ya out there.

Leroy

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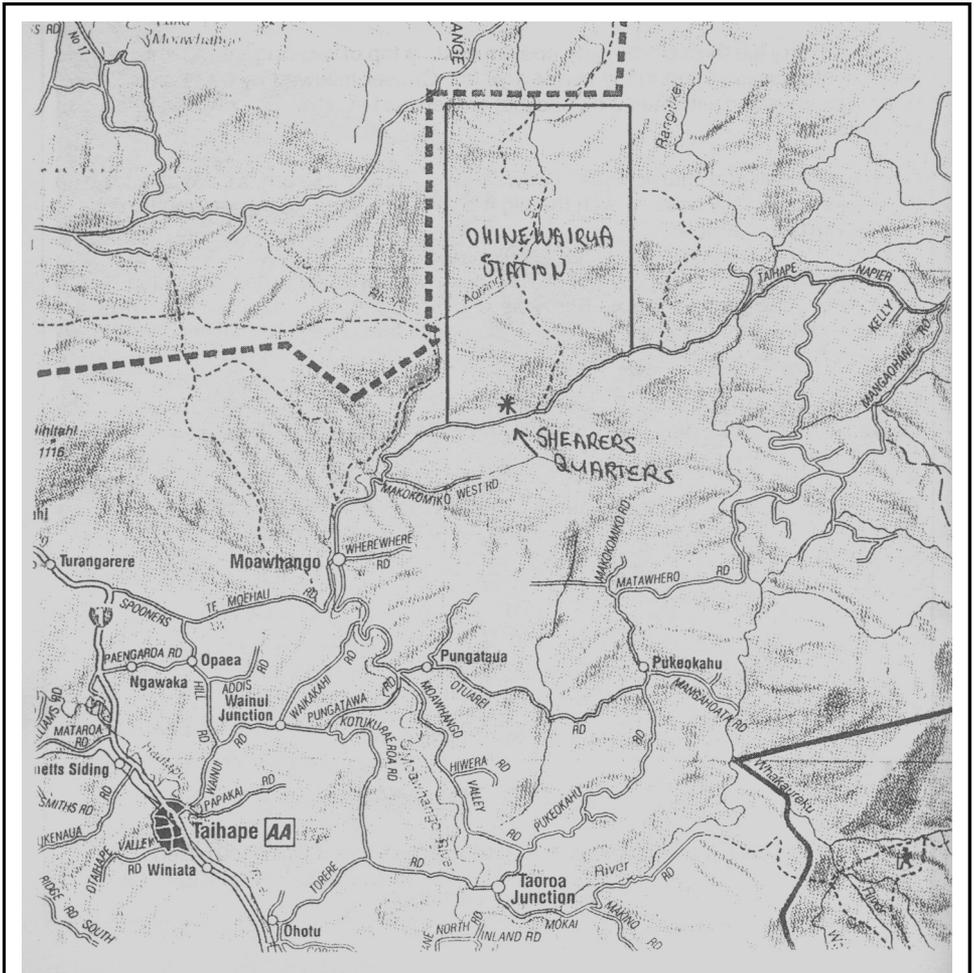
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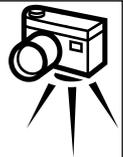
# Cross Country Chronicle



The annual trip to Ohinewairua Station is on shortly, so see the Trip Information Sheet at the back of the magazine and call John Vruink to book.



### Photo Gallery and Video Clips



Have you got that moment of action, stupidity, achievement, damage on film, mpg or video? If its short, to the point and you reckon everyone would enjoy it, get it to Paul Adams at least a week before club night and if there's enough material we will run a picture / video session on club night. *You never know it may even get posted to the Web!*

## 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:

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TWL	Vehicle parts and accessories
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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.

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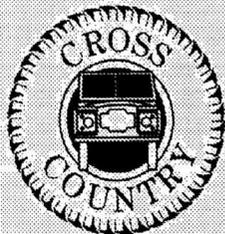
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### **World's Easiest Quiz**

**(passing requires 4 correct answers)**

- 1) *How long did the Hundred Years War last?*
- 2) *Which country makes Panama hats?*
- 3) *From which animal do we get catgut?*
- 4) *In which month do Russians celebrate the October Revolution?*
- 5) *What is a camel's hair brush made of?*
- 6) *The Canary Islands in the Pacific are named after what animal?*
- 7) *What was King George VI's first name?*
- 8) *What color is a purple finch?*
- 9) *Where are Chinese gooseberries from?*

All done? Check your answers at the rear of the magazine (remember you have to have at least 4 correct answers to pass...



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## Whangamomona Jan 2003

Friday afternoon, 17 January and time to drive up to Te Wera near Stratford for the Whangamomona trip. We tagged onto David Jones' convoy and enjoyed a fish and chip dinner in the park at Stratford (ours were special they were wrapped in newspaper).

Saturday was the Heritage Trail to Whangamomona and we made the **Bridge to Somewhere** by morning tea. Fascinating to lean over the balustrade and see the flood debris jammed under the bridge deck, the river 20m below. We turned left rather than crossing the bridge and made steady progress until we reached the lunch spot at the first of two recently rebuilt bridges on the trail. Half of us tried the original track down through the river with the rest crossing the bridge. The U bend in the creek proved difficult but advice plus was on hand to help. Glenda lost her husband recording the action on video. Andy waited patiently. Up to the second bridge, through the tunnel. The next obstacle a narrow log bridge with a 'hold your breath' crossing for the larger vehicles. Ewan tried the creek. Jammed up his exhaust with mud and got stuck, Carl and Barry helped with some splendid digging- we roared out free again. Scenery was spectacular in places – the steep sided hills of the Wanganui river catchment area in part beautifully bush covered. Some hill country was tatty and half-broken in, many thousands of punga standing dead.

We arrived at Whangamomona about 4pm. It was the small republics Independence Day. A crowded country fair atmosphere prevailed and we wandered happily, a coke here, a beer and ice cream there, and absorbed it all. Spent some money on little gifts or special Whangamomona T-shirts. Stock horses, fine, well-muscled, well-groomed beasts stood saddled at the hitching rail. Water ran out at the camp and pub. The auctioneer shouted his calls. The band played from the balcony of the hotel. We sat on straw bails and listened and watched Glenda ride a horse through the main street. Evening set in and we returned by road to Te Wera happy.

The next day woke to the startling news that Andy had rolled 20m into a creek on the dirt road when returning back to camp later on Saturday night. His convoy mates rescued him and his dogs and all three looked tired and shaken the next day. We set out early to meet our guides for the days travel but unfortunately met more difficulties. One vehicle rammed another not far from camp. Glenda, Carl and David with help from all put 2 shaken and slightly injured people into George's car. The bumping car was towed back to camp. The bumped car was given emergency treatment and made its way back to camp; we carried on a little shaken by all events. Ten to fifteen kilometers on we stood on the edge of the road and looked down on Andy's vehicle. It lay wheels uppermost in the stream below. The quads arrived to

guide us on our days outing with Lindsay and Harriet as leaders and we left behind all those with winches.

It was a day of steady challenge for the shiny 4x4 group of 10 vehicles. We traveled Aotuhia Station, a 2,500-hectare property with 12,000 stock units. The land ran from lush river valley to half broken marginal hill country with spectacular bush and hill views from the top. A steep gradient with a sharp bend half way up needed some supervised negotiation. Some more steep bends and mud taxed some vehicles and a narrow bridge before the lunch spot took time. After lunch and a chat to our guides most of us went for a walk to the Whangamomona River falls through the bush along the riverbank. Returning we found the track and were back in half the time. We detoured round another route on the way home and had to tackle a small slip, fallen tree and big bog that with Jeff supervising was drained and bridged with punga logs. A good team effort that performed so well no one was stuck. Back to camp ready for a beer and a good feed.

Two interesting days travel thanks to Andy, Dave Jones and Lindsay. I enjoyed meeting new faces and had a chance to really appreciate the company. A happy camping experience for many and comfortable cabins and lodges for others made for an excellent weekend.

Sheila Clendon

---

### **“Afternoon drive” Akas**

After being roped into a team, to go in the night drive competition, it was not a good forecast weather wise, raining Saturday and raining Sunday, therefore logical conclusion was pissing down on Saturday night, Fortunately this was not the case, a few brief light rain showers came over and it was windy in exposed areas, but apart from that it was good. We all meet at the Mangatuk gate about 5ish to unload and get our gear sorted, A couple of us took our cars and trailers into the orange hut, to prevent them getting dealt to in the car park, I drove in the Rugged, and Jason drove in my jeep, and btw did you know it is over 10k to the orange hut from the car park, and what's more CD players don't jump tracks off road, unlike my trailer, which seemed to spend more time in the air than it did on the track.

We had a driver's brief, after



being suitably unloaded from our wallets for trip fee. The 2 teams ended up with 5 vehicles each. Our team consisted of Brian Howat, John Lau, Aaron, Guy Haywood and myself. We were instructed to go and drive the rut in the Hukinga. We made it over there before it got dark and even before we got there, we managed to have technical difficulties in our group, Brian had managed to destroy a oil seal in the auto which resulted in it bleeding all over the track and giving him gear shifting problems, my wheel nuts were trying to do a great escape and Guys truck was running rough. We ended up with Brian, Aaron and myself being elected to drive the rut, we came down it with the first vehicle Aaron, being tied back to my jeep, I lowered him down and prevented him from turning turtle at the bottom, where



there is now a 3-4 foot vertical drop which is trying to flip you onto ya lid, if you get it wrong, Brian then lowered me down then drove down it himself, we had a respectable time of 5 minutes. Other team was around 41 minutes I hear, but if you believe their excuses like “ a vehicle rolled” or “ we busted axle” or “we shredded a tyre” then perhaps they could of beaten us on that obstacle.

We returned to orange hut with Brian’s vehicle still bleeding and slowly dying, there is on the pram track a very interesting piece, Brian drove it, I drove it, stropped three others up including our marshal Phil Lewton, (who later said he drove it no worries) and then Guy drove it easily. The Pram track in wet weather would be almost impassable for vehicles that do not have mud tire’s or a winch. At the bottom of Rimu road Brian’s truck finally gave up the ghost, we towed him back to the hut and loaded him onto his trailer.

Our next hazard was the Wainui stream, we at this stage lost Brian and Guy, and picked up Andre with a W, we started at the bottom of the zig zag and raced to the end of the stream where the grass paddock is, turned around and raced back, We achieved a time of 8mins 40 secs , while the other team took 14 minutes, But how much that track has changed, it is now a walk in the dark literally, Back to the orange hut again

Next track was the teams challenge site, start on the formed road and finish at the old pram gate, pick your way thru about 4 bogs, there was a bit of winching and stropping here, but we did it in about 35 mins I think, which

was way slower than the other who did it in about 24 mins. Then it was back to the orange hut again!!

Next on the list was the fire-wood loops, or about the first 100 meters, we had to drive up the ruts on the RH side, then turn and come back down the ruts on the LH side, I managed to drive up and turn out of the ruts, and was then able to turn around on



the little clearing, and cross back over the get to the ruts on the left, Aaron and John both had to winch up to the flat, then turn around and drive over as well, Andrew managed to get next to the track, so a strop was put onto him and he was literally pulled sideways onto the track, Apparently his draglink did not like it to much, and got a little shorter but he made it round , that took us about 40 mins it think ,the other team did it in about 25 minutes I think. Then guess what, yep, you got it, back to the orange hut.

Then our final track which we actually ended up starting at around 2:30am, was the ruts, and bloody hell, have they changed since I was last there. I remember going around the tree down the hill then a hard left onto a sidling, well now you go around the tree, hard left in a rut, then into a bloody great hole, I would guess-timate the track has sunk at least 3 feet since I was last there, we carried on, and drove to the end, turned around, and after checking out Johns clutch pedal, headed back along the track, his slave cylinder had died, leaving him with the option of starting in the gear he needed, we drove back to the start, I came into the last bog heading back, started to slow down, so gave it a bootful to get thru, my windscreen literally went black, my side was hard against the bank, so stick my head out was not a option, Jason started giving me directions, left, right, boot it etc, we got thru with no problems, We had to strop up Aaron and then Andrew and then back to the orange hut for the final time.

It was a excellent event, night drives are not normally good for me, I usually managed to break or rearrange something, I left that honour up to Jason who managed to re-arrange my rear guard for me, and Andrew for leaving minus his snorkel hat, snorkel, rear quarter light glass, roof seam, bent steering gear. But due to the fact it was night drive, with no preceding drive, it meant I was not tired at the beginning of the drive, so made it so much



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

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

Contact Wayne (025 467 935) to arrange collec-

more enjoyable, All of those involved found it a lot of fun. Simple tracks by day can be made a whole new experience by driving them at night.

I was not very impressed by the level of support the club of this size gave to this event, out of 300 odd members only about 8 members actually entered, the question I've got, is when this idea was floated at a general meeting there were at least 40 hands that shot up in support, But when it comes to the crunch only 1 formed team was entered, the other was made up on the day by the extras which btw were members from Tarurua club. It is hard enough to organize these events without the "promise" of more than one team, Bruce and Colin did a excellent job of setting it all up, Steve and Phil, rather than driving coming along to be the marshals, I think there were more marshals than teams. A bad showing, by this club, in lack of numbers!



A excellent trip and looking forward to the teams challenge interclub

Pedro

## NEW MEMBERS



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



Ryan Bold - Toyota Land Cruiser  
Paul Freeman - Toyota land Cruiser  
Ian Hutchings - Range Rover  
Sasha Legetich - Suzuki Escudo  
Steve Mercer - Nissan Terrano  
Michael Murphy - Toyota Prado  
Alan Newton - Mitsubishi Van  
Richard Playford - Jeep Wrangler  
Tony Ryan - Mitsubishi Pajero

## LEVIN FOOTHILLS

14,15,16 of March 2003

Friday Evening: Arrive at accommodation.

Saturday: Farm tracks on the foothills between Levin and Shannon.

Sunday: North Range Road.

Accommodation: Makahika Outdoor Centre

Fully catered BBQ Saturday night.

Limited numbers, bookings required!

**Contact John Vruink: 567 1142 or 025 439981**

## RED ROCKS ROLLIK

The scene was set for a Red Rocks Rollick on December 30th, and it was an Absolutely, Positively, (perfect) Wellington day. Our Leader was Neil.

About 12 trucks lined up at the Owhiro Quarry although, through-out the trip, we were joined at times by others from the WCCVC; who just happened to be roaming the south coast that day. We met Mr Red Rocks himself - Barry Insul (and his son), coming or going? Colin 'K1'- out in search of some Kai and; others, who joined us for a social lunch.



Driving conditions saw the sand firmly-packed – beach driving at it's easiest, leaving drivers free (well, relatively so) to admire the scenery. Thrill seeking dare-devils were hard pushed to find anything to get stuck in! Our Leader set a leisurely pace, stopping us for coffee and to admire the scenery at Windy (not on this occasion) Bay and 'Leaning Lighthouse' Point. The Karori Stream mouth was well sanded up, and almost drivable. However, we all squeezed round the cliff face, and through the stream, and off at our own speeds along the softer-sand bits.

Neil went off on a recce in the direction of Cable Bay, thinking, due to the firm packed sand, that we might get round that far. The tide, however, had other ideas, and our Leader became the first rescue for the day. Neil wasn't going far - up to his Pajero axles in gravel! Gordon, and his trusty strop went to 'Leaders' aid. Somehow Chris in his grunty Lada became 'involved' and 'found' briefly, some soft deep sand rather close to the briney. However no-one and nothing, got wet.

Neil chose a good spot at 'a' bay for lunch, and a few games. But by the time we'd all eaten, and been lulled by the summery sound of cicadas while we sat on the sun-drenched sand, no-one seemed inclined to frivolity. Never-mind Neil, those games will keep. Cook Strait was an awesome sight this day. A cloudless sky, gleaming white ferries gliding intermittently by on the horizon, fisher-folk in their little boats, fishing lines trailing behind, and zig-zagging yachts – all dotting the deep blue sea. Closer by - where sea

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breaks over reef – divers, heads down and a ...’s up, chasing that elusive tasty morsel. Seals sunning themselves lazily on the warm, sun-heated rocks, and anxious gulls protecting their downy off-spring.

It was nice to have prospective members Kelvin and Teresa and their two little fossickers, in the Isuzu Trooper, and train-driver Gordon (Bighorn), along to enjoy, with us, what the south coast has to offer on a good day. In fact we left the happy family to gather more trophies from the rock pools, and headed back, being forced over a steep rocky sidling by the in-coming tide, and back along to Owhiro gate, about 3pm. Neil's attempt to have us exit via Long Gully had been thwarted, to the dismay of some, by a firmly locked gate at the top of the beach hill track.

Our Leader came upon an opportunity to demonstrate ‘how to act heroically’ to his two quiet, young feminine passengers. Just short of the Quarry gate, two young damsels were found, “giggling with distress” in their purple Holden Astra, which was deeply embedded in sand having tried to follow some 4x4 vehicles. A perfect rescue would have occurred, had our Leader told them which way to go once they were moving. So it was up to Gordon (who doesn't drive trains) to show his muscular prowess, and with a shoulder heave, they were on the move back to solid ground, looking a little relieved, and still giggling!

Thank you Neil for giving up a quiet day at home and being Our Leader.

Verity & (with help from) Colin

## Cross Country Chronicle



# 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 (04) 565 1707 (Hm) or 021 439 183.

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## Saturday 28 December 2002

No 4WD Masterclass, this trip was an amble around our scenic coast to the Wairarapa. Led by Ron, the trip was well set up, organised and briefed and the 15-20 vehicles were on the road on the dot of 9.30, sunny weather included. With no 4WD obstacles we could indulge in the beauty of the scenery.

Leaving from the Rimutaka Forest Park we wound up Cattle Ridge for that spectacular vista over Wellington Harbour, up to the Hutt Valley and out over the wide expanse of the sea to the South Island. It never fails to take my breath away. Today the sheep shit was sharp in my nostrils and the grasses heavy headed with seed ruffled by the wind. In the distance over the built up hills of Wellington was the TV tower on Kaukau standing sentinel over the city. Below, the shiny, river ribbon of the Orongorongo Valley invites you to imagine the trip down. The track is steep and today, dry and rocky and lined with purple foxglove and manuka blossom. Every now and then the coastline at the river mouth appeared, our coastal destination. The last part of the descent to the river is a virtual, vertical zigzag and my palms don't dry till I'm at the bottom.

Through the river and past the station buildings we find that the road up to the old homestead site has been cleared leaving the grand, stone wall lined with a stand of pohutakawas and agapanthas. With the white glare of the sea to our right, we left the station at 11am heading for White Rock. Straight away we are in God's Rockgarden and some of the rocks are as big as cars, the groundcover swarthy dense bushes and flax. Bumping through this I wonder about my back and neck and find out where all that Christmas cheer landed! Far away in the distance, my eye catches the pastel smudge of the Wairarapa.

The driving was easy with only the odd rivulet to ford and it was dusty, the atmosphere dry enough to burst the thistle heads into cushions of white silk. Over the cobbled, deeply rutted and just inhabited Moonscape and close to the frothy brine we moved through a few puddles and swamp and sand drifts. All around, rough rock, some with shags atop, and only the sound of the cicadas and the pound of the ocean. Nearer to Ocean Beach we found people camping in the trees and the settlement itself was busy with lucky holiday makers, the quintessential New Zealand bach scene.

We had a long drive along the sandy shore toward Lake Ferry with Lake Onoke a mirage on our left. Amongst the rocks and sand drifts gulls were nesting, half pint fluffies running wildly. We had lunch on this wide open space with the pub just a stone's throw away. Here, I found that my Ladies Day experience had inspired Verity Frost to have a go and she had driven through the Moonscape and over the sand.

It was a long drive around Lake Onoke to Lake Ferry before we were back on the sand and 4WD driving again. It was 2.30 before we started this leg and it was hot and overcast. There were lots of holiday makers around enjoying the various seaside activities, including surfers in all their usual best spots. In Ngawi

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I noticed that everyone has a bulldozer and some fine examples too! Further on we took some time to seal watch as they swam and sunned themselves amongst rocks and kelp.

Through another part of God's Rockgarden, this time with cabbage trees. By 4pm the hills were shrouded in mist but the driving still easy. Here it can be barren with tussock tufted edging to the rock strewn desert and great drops to the ocean. Passing through the area where I had burst my tyre on Ladies Day, I wonder if it is the same place, the weather having completely changed the terrain. Way in the distance the sun shone on White Rock.

At White Rock we had a ginger beer stop and the tyres were pumped up for the trip home. By 5pm we were headed for Martinborough, happy but tired after our day at the seaside.

Annette Bridgen

I went to the dairy the other day, and I was in there for only about 5 minutes. When I came out, there was a parking warden writing a parking ticket. So I went up to him and said, "Come on, mate, how about giving a guy a break?" He ignored me and continued writing the ticket. So I called him a pencil-necked Nazi. He glared at me and started writing another ticket for worn tires!

So I called him a piece of horse s\*\*t. He finished the second ticket and put it on the windshield with the first. Then he started writing a third ticket!

This went on for about 20 minutes ... the more I abused him, the more tickets he wrote.

I didn't care. My car was parked around the corner. I try to have a little fun each day. It's important.

**Parking Ticket**

## Marcus' Surprise

30/12/2002

by Gertrude

We met at Battle hill. Me, and three other vehicles. We drove off into the hills. Gosh - how dusty - very hard to see if following too close. Thump, thump, thump??? I slow down. He gets out and removes a large branch that somehow got stuck between my rim and brakedrum - lucvky it didn't take out a brake hose! Off we go again. We all go down into a flat creeky muddy bit that I don't know the name of. Mud (that's good, wasn't expecting much of that given how dry it is). Holes. Rocks. We all get through. Off to the ruts. Not much mud here - almost completely dry. Again we all get through.

Off to the staircase. Down we go down we went. Slip, slide, slip, crunch, slip slide, crunch. Slip, slide, crunch. And we're at the bottom. The people stop for lunch. I have to wait for them to eat. But finally they finish, and off we go, into the rock garden. We all creep carefully around a big washout. Off again. Out the other side, turn around, and back again. No problems this time, and back to the bottom of the staircase.

Off we go. First we have to get out of the creek. \*\*\*\* I think everybody needed pulling. A bit further and what a big steep difficult corner. Marcus drives up. Steve drives up. I go up a little bit and decides, what the heck, why not try out that nice winch he put in me. So we hook it all up. Only probelm was that he needs some practice with knowing when the transfer case is and is not in neutral. He's got me halfway up the step, parked, one front wheel in the air. He goes to let out the winch cable (PTO winch). Put it in reverse, and rev the engine to wind out the winch so the winch clutch can disengage. But

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the transfer case is still engaged, so we head backward towards a rather big drop. Mmmmm - that was rather interesting but I don't want that happening again. The cable gets hooked up, and we start winching. Up we go, slowly, makes an awful noise, but it's pulling me up. We get some traction, and get ahead of the winch cable. He puts the t/case in neutral and takes up the slack. Then he gives me some throttle and drops the clutch to get up the last bit. Mmm - we're going backwards. Maybe he should have reengaged the t/case before trying that. He tries again, does it properly this time, and we're up. Then Gerald comes along and drives up, after a few tries.

We're off again. up hill, up rut, into bank, and we get to the staircase proper. Now last time I was here, he just about melted my tires trying (and succeeding) to get traction. But this time, it's a bit drier, and we have a locker in the back. He flicks the switch, a magical little hiss, and suddenly I've got so much more grip. Up we go, slowly and steadily, we get near the top, and there's a big hole on the left. I got stuck here last time - couldn't get the front wheel out. He boots it to get some momentum, and my front wheel gets through. However, with all this extra traction, the front wheel keeps going up - and up. We stop with my back wheel in the hole, and my front wheel reaching for the stars. Marcus comes and looks a little worried. He tells him to not move because they want to put a strop on so I don't do a backward somersault - spoilports - I've always wanted to try gymnastics. They get the strop on and pull me back onto 4 wheels, out of the hole, and up onto the flat. Then Gerald has a go - at least he gets stuck in the same place. I give him a

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gentle pull, and he's up. The rest of the way up was fairly straightforward, apart from a lot of bruises where he keeps driving me into banks.

We go back to the ruts, back through the other way. That magical hiss gets me up the steep little climb out of the creek that I've never managed before - three cheers for the magical little hiss. I get stuck on the last bend coming out, but it's only because he's going slowly so he doesn't bang my head on a tree. So he tries faster - ouch, that hurt, but we're through. Back to the flat creek muddy bit. No problems. And home. Another great trip.

**World's Easiest Quiz**  
(passing requires 4 correct answers)

ANSWERS TO THE QUIZ

1)	How long did the Hundred Years War last? <b>116 years</b>	
2)	Which country makes Panama hats? <b>Ecuador</b>	
3)	From which animal do we get cat gut? <b>Sheep and Horses</b>	
4)	In which month do Russians celebrate the October Revolution? <b>November</b>	
5)	What is a camel's hair brush made of? <b>Squirrel fur</b>	
6)	The Canary Islands in the Pacific are named after what animal? <b>Dogs</b>	
7)	What was King George VI's first name? <b>Albert</b>	
8)	What color is a purple finch? <b>Crimson</b>	
9)	Where are Chinese gooseberries from? <b>New Zealand</b>	

What do you mean you failed????

### **LEROY – STILL RECOVERIN' - 1/03**

Just a short one cos I'm in shock an in parts. His Nibs had a busy time planned for over Xmas but it didn't work out – front universal spat the dummy on the way to one trip, other trip cancelled. Went on a Family Shiny in from Battle Hill with Andy in the Rangie – pleased I went, about four recoveries, mud, trees, streams – he wrote the book “How to turn a Shiny trip into a Club 4x4 in one swift lesson”. Didn't hear no complaints though and the Lada just loved pullin' the new Defender (and the van) out of the holes! Had a wee bit of excitement when I stalled on that rock step takin the first short cut in from the Maungatuk Gate. His Nibs tried a crash start in reverse, Her Nibs nearly ripped the grab handles off when the front wheels lifted off! It was nuthin'really, second time went smooth.

His Nibs took ol Paj out to take some Shinies around Red Rocks, something about takin a shiny to lead a shiny trip – Paj got stuck twice. Friggin hopeless.

Now the trip I's really lookin' forward to was into Rallywoods with Steve. Had eight vehicles an a misty day. Good start up the short cut to the Green Hut, FJ40 behind me fell over on the rocky step, had a rest against the bank (yeah mate, I know what it's like), half a dozen blokes to push him up and second go gets sideways there. George managed to bounce his way up. Headed on up to the Lookout, unfortunately goin' through a coupla puddles on the way and got the stoppers wet. Got to the Lookout and Steve wants to go down a track off to the right. No worries mate, let's go! Split the group into four and we're at the back. Hmm, yes, some of the bits down there are steepish, an a little damp from the rain but rotten rock stuff so got some grip. Turn at the bottom and there's a 60m climb. Steve and the two Suzuki's make it, bit a wheelspin but making steady progress. Off we go – what happened next I'm blamin on the tyres and the driver – friggin hopeless. Gets about two thirds of the way up and progress stops, sittin' there wheels spinnin'. So His Nibs tries to park it, plannin' to gently reverse, forgets the wet stoppers. Before you know it we're off backwards, crashing off the track, through the undergrowth, back on the track, off the track – fer cryin' out loud where did you learn to drive? (Heard later he blamed me – sumthin' about short wheel bases bein' harder to keep in a straight line). To be honest, I wasn't thinkin' about much as I had this blindin' pain as the brake pedal was bein' pushed through the floor – His Nibs right leg's a lot stronger than it looks! Anyway it was all over pretty quick, hit a wee bump comin' back onto the track after one of those rides into the undergrowth and popped across the track, down a bank, I could see what was goin' to happen so thinkin' fast, I takes over and aimed for the biggest tree nearby, 'starts rollin', just goin' over onto the roof when we belt the tree and it's all over. Sometimes ya just gotta take control ya self eh.

His Nibs switches me off, calls the troops on the radio and by the time Her Nibs is out (hangin' on the high side again she tells me), the boys are there and after a coupla tries George winches me back on the track. Start the motor, no worries, let some more air outta those hopeless tyres (now down to 10 pounds) and we still can't get up that slope. But he keeps me in gear this time and we stop and get stropped the rest a the way. Damage report – engine & gearbox mount broke, driver door dent and window gone, soft top frame a little bent and passenger door frame bent. Wee kink in the roll cage, nuthin really. Oh you're wondering about His and Her Nibs – coupla little bruises, off to work next day, no worries eh. Cept she takes the Tuesday off cos it was a good excuse eh, shouldn't waste it.

How am I getting on now? Well since you asked – I's still off the road cos His Nibs is so slack, but I's got these new fangled disc brake on the front now, just need em bled and the steering hooked up and we're mobile. Hasn't done any fink with me dents and stuff yet, Oh got some new engine and

gearbox mounts an handbrakes been adjusted (again). But they're off on holiday for a coupla weeks so it's slow goin'. Not sure when I'm out next.

Heard sum a youse others been havin' a good time too, plenty of action over the last month, bit too much for some. I recommend a roll cage and seatbelts. The radio's a good safety piece too since no-one saw us go over and who knows what mighta happened if I couldn'ta taken over eh. Can't wait to try out these new stoppers.

See ya soon  
Leroy

### **Committee Meeting Highlights**

1. Foxton Beach Coast Care. The club won a \$100 raffle prize - donated back to further the cause.
2. MotorSport. Remit on CCVC to be presentated at national conference in March.
3. NZ4WD Association. Paper to be presented at clubnight.
4. Driver Training. Revamp planned, more details at clubnight.
5. Definition of a trip. What constitutes a club trip vs a private trip?



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**Cross Country Chronicle**

# **Friends of Belmont Regional Park (Inc.)**

## **Te roopu paihere rakau**

120 Sweetacres Drive, Belmont, Lower Hutt.

**Report on Family Fun Day, February 2<sup>nd</sup>, 2003,**

*Airstrip, above Hill Road Entrance.*

*We had organised considerable advertising before this event including two block advertisements in the Hutt News, mentions in event fliers from GWRC and HCC, radio spots and a "sandwich board" man at Petone arts and crafts festival. Signs had been placed at each park entrance just before Christmas. Although the Cannons Creek and Dry Creek ones were vandalised, the others lasted through a full five weeks. A sign on SH2 at the Groundsel Crescent exit had been planned for Friday 31 Jan but the weather at that stage looked so bad that it was not put up until the morning of the Fun Day*

*Forecasts over the four days preceding had been slowly improving with the front involved weakening as it approached NZ. A personalised Met service forecast at 0630 in the morning predicted that showers would stop by midday and the cloud would then lift with a gentle southerly coming in late afternoon. In fact the cloud persisted and the whole airstrip area was in fog with no views at all. There was a light wind but not to give any trouble. The cloud lifted at 1615 just as the last busload arrived.*

*The major problem with the bad weather was that several events we had organised could not take place. The Belmont Pony Club, which was to give rides to children, was put off by a single shower of rain at about 1330 and decided not to bring up the ponies. The kite flying demonstration and the radio-controlled model helicopter display could not take place because of the thick cloud.*

*The parking arrangements at Marantha School and the shuttle bus went well except that the bus, a 26 seater, took much longer than estimated (over half an hour) for the round trip and in the early part of the afternoon people were waiting for long periods for the bus to arrive. The 4WD club members went down the hill once to bring some of the people up. The lesson is that we should have had two busses in service. A single large bus is not an option because of the narrow corners on the road up.*

*Based on the number of bus trips and its capacity, I estimate that between 300 and 350 people came to the Fun Day. Over 300 people came up on the bus and some people walked and cycled up. Most of the people attending were families with children under 12 years of age. It was pleasing that several councillors from GWRC and HCC came along, as did the mayor of Lower Hutt and the Regional Conservator from DOC.*

*Two events stood out. There was great interest in the 4WD trips and the club esti-*

*mated they had given trips to 80 people. They were able to drive on some tracks to lower altitudes beneath the cloud layer to show the superb views. Most people visited the marquee and looked at the displays and the second "stand out" was the sausages and drinks by the Belmont School parents group. A cool foggy day really boosted their sales!!*

*I suggest that the success of this day means that the Friends should consider running it as an annual event, though not necessarily at that site. I also think that the bus service up and down showed a way for a section of the public, who do not wish to or cannot walk, to enjoy the park. The Friends might wish to look into organising, with permission from relevant landowners, weekend bus trips up into the park simply to increase access.*

*My overall assessment of the Fun Day is that it was a moderate success that would have improved if the weather had been better. It certainly served to introduce many more people into an area of the park that they would not otherwise have visited.*

*I will be writing to those people who assisted us with displays etc. to thank them for participating.*

*The event could not have been staged without the kind permission of Landcorp Farming Ltd and the Greater Wellington Regional Council (Parks & Forests). The GWRC also assisted in many other ways. The Friends also thank our other sponsors Hutt City Council, Cityline Lower Hutt, Signwork and the Hutt News.*

*Various members of the Working Group contributed significantly to the organisation of the Fun Day.*

*Richard Sadleir, Convenor*



Whangamomona pictures

## Battle Hill Sunday 5<sup>th</sup> January

Well the day started with it raining on and off. We had around 12 trucks under the ever watchful eye of Ian Dixon. Near the Puketero road turnoff the track was blocked at the bottom of a reasonable down hill slope, we all had to back up. This is how I got to pen this report (first to be towed) my Nissan only wanted to go side ways to the consternation and amusement of all. Ian tells me to drop out more air from the tyres, I am now down to 12lb and still going side ways not backwoods up the hill. Looks like I need a tow. I then realised that the front tyres were not full of mud like the back ones. It was clear what was wrong. On checking the front wheels one was not locked in. This had to be the work of one of the Toyota drivers trying to show up the mighty Nissan, that's my story and I am sticking to it.

We had a number of delays on the way, Jay in another mighty Nissan relayed what was happening through the CB because I didn't have a club radio. We need to thank Marie for the running back and fourth telling every one what was happening and holding tree branches out of the way and for her gate duties, A big thanks to Marie. To prove a point that Nissans can climb hills when we got up to the pylon I had to take the truck strait up the hill to the next pylon. On the way back down all we saw was cameras recording the event.

We got to the gate with the washout on the right-hand side and a length of steel standing out from the left-hand gate post it could have done some real damage if hit. I had my co-pilot Scott help guide some of the trucks through, Dave in his wisdom did not take any notice of Scott and went his own way. What could you expect the Toyota had to be towed out (by a Nissan). Scott had only been in New Zealand twenty four hours (from Australia) where the biggest hill is an ant hill. He totally enjoyed being up in the hills and mist and loved the green of our forest but a bit disappointed that he couldn't see the views from the top.

He asked who was the colour consultant for the orange hut. I told him it was that colour so you could find it in the middle of the night if you broke down and got lost. Due to the number of times we back tracked Scott asked if this was a training exercise for reversing. We all had a good day thanks to the members who put the time into organizing the trip.

Reported by;  
Noel Cook (new member)  
Scott Backo (Co-pilot)



A project I'm working on may be of benefit to some Club Members, although why I'm sending this out via email may be a bit obtuse.

There are automated systems that will allow people who are not on the internet email news list, or who have only got email at work (or vice versa) to get the news list info forwarded as a fax. Of course you've got to have access to a fax, but at least it will allow people who don't

have ready access to the internet to be as up-to-date as those who spend hours pouring over their PCs!

If you're interested in receiving the Club's news emails as a fax, send me the details and we'll try it as a pilot. If you know of anyone who might be interested in this option, tell them to contact me, or you forward their details on their behalf.

Andy

### **An Act Of Charity**

*A wife arrived home from a shopping trip and was shocked to find her husband in bed with a lovely young woman. Just as she was about to storm out of the house, her husband called out "Perhaps you should hear how all this came about..."*

*I was driving home on the highway when I saw this young woman looking tired and bedraggled. I brought her home and made her a meal from the roast beef you had forgotten about in the fridge.*

*She was bare-footed so I gave her your good sandals which you had discarded because they had gone out of style.*

*She was cold so I gave her the sweater which I bought for you for your birthday but you never wore because the colour didn't suit you.*

*Her pants were torn, so I gave her a pair of your jeans, which were perfectly good, but too small for you now.*

*"Then just as she was about to leave, she asked, 'Is there anything else your wife doesn't use anymore?'"*

## **Motorsport NZ, Harbour Capital and Levin Car Clubs invitation**

The fun begins with Hillclimb/Motorkhana/Autocross at the ClubSport Nationals. **Entry fee** for all 3 only \$99. You'd probably pay more to watch a stage, buy a DVD or PS2 Game.

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**If you want to see how fast you can go, race us  
at the ClubSport Championship**

---

On Saturday/Sunday 1st and 2 March 2003  
In the Levin area (60 min's 100Km north of Wellington).

Standard entry fee \$ 160 for all 3 events

Early Bird Entry Discounted to \$99 for entries received prior to Sunday 9  
February 2003. Late entries \$ 160 close Sunday 23 February 2003

(Entry to individual events also available - view regs online for more information and prices). Travel discounts on the InterIsland ferries are available for South Island competitors

**<<You won't want to miss this opportunity!>>**

Entry forms/Supplementary Regulations are available from:

@ Harbour Capital Car Club's web site  
[www.harbourcapitalcarclub.org.nz](http://www.harbourcapitalcarclub.org.nz)

@ and on the MotorSport NZ web site  
[www.motorsport.org.nz/info/info.htm](http://www.motorsport.org.nz/info/info.htm)

Or contact:

Secretary ClubSport Championship  
Harbour Capital Car Club  
PO Box 4102  
Wellington

**A splendid time is guaranteed for all. Spectators Welcome Free Entry.  
Helpers/Marshalls Still Required. Please contact**

Brian Craig Tel 04 239 9542

Email [brian.craig@opus.co.nz](mailto:brian.craig@opus.co.nz)

Ben Stockbridge Tel 04 472 1716 (w) 04 471 1227 (fax)

Email [bens@clear.net.nz](mailto:bens@clear.net.nz)

**Cross Country Chronicle**

## WELFARE OFFICERS REPORT JANUARY 2003

Word must have got out ( as it seems to in this club) that we were in for a quiet report this month. So certain Club Committee members took it upon themselves to liven things up. The offenders were:

Vice President - Andy Cockroft

Club Secretary - Neil Blackie (with alot of help from Leroy)

Newsletter Editor - Alan Donaldson

Now while I'm not one to gossip unlike alot of men in this club (and they say women gossip), I will leave it up to you all to catch up on all the action over the Xmas/New Year break. Needless to say I for one am very glad their activities didn't result in anyone being more seriously injured or worse.

### NEWS

Leroy - A bit battered and bruised, but not too bad considering. Keep on rolling Leroy, ( Oops bad choice of words I think.)

Gary Young - Hope that leg of yours is doing okay, I'm sure Glenda has been waiting on you hand and foot.

Andy Cockroft - Hasn't anyone told you Andy there are no prizes for being mentioned in the Welfare report so often. Glad to hear you and your dogs are ok. Thank goodness for roll bars.

Brent & Bronwyn - Hope you're both recovering from your recent accident, and good to hear you haven't been put off off-roading. Look after each other.

Helen & Jay Montilla - Congratulations on the birth of your new baby daughter Clarinda.

Hope you all had some good R & R and are looking forward to having a great 2003. Yours truly and Co, will be taking a 2 week break, so please take it easy out there, and we are both looking forward to catching up over the next month.

Kind Regards

Barbara Blackie (Z RED 1)

K215

PS THOUGHT FOR THE MONTH:

Mistakes are one part of the dues one pays for a full life.

Sophia Loren

## Orongoronga Trip Report

23 November 2002

What a beautiful day, especially after all the southerly rubbish for most of the preceding week. I'm thinking "This should be a nice relatively gentle trip" after all, Ron is the trip leader and it's a shiny 4x4, a good opportunity to take the Rangie out for a spin. My son on the other hand is saying, "But what about the X Games, Dad?" Time for negotiation, "Maybe we can do both, son....?" "Are you sure Dad?" "Yes" I replied, "We are only just going around the coast, there will be plenty of time"

We arrive at the park entrance at approx 9:35 am, just in time to have a chat with Ewan and for him to show me his new Simex tyres on the Nissan. I look around me and wonder how many others in the group have road tyres like mine. Whew! There's a Pajero and a couple of others. My concern is that if the Rangie gets stuck – I'll never hear the end of it. Never mind, Ron is about to give the drivers briefing, better pay attention. What tha...? We're going up Cattle Ridge...I thought that we were just going round the coast, not up there, especially after all that rain. Now I'm really concerned about the tyres, but what the hell, it's too late now. Ron asks for a volunteer to write the trip report, but no one does, so it's whoever screws up on the day that gets to do it. I'm thinking - That aint going to be me!

Off we go down the Coast road and up Cattle ridge, 20 or so vehicles in all. I'm following Ewan and I'm amazed at the stuff that his new tyres are throwing up without spinning his wheels! We stop at the top for a splendid view of Wellington and the Strait before moving on and descending steeply into the Orongoronga Valley. Just a point of interest: the Rangie is an auto and I'm in low 1<sup>st</sup> and contrary to what most may think about autos and downhill braking, I'm travelling at approx the same speed as Ewan in his manual diesel Nissan Patrol! Cool aye? But then, hey....it's a Rangie!

We arrive at the river which is still brown from the rain the day before. Ron scouts ahead for a good crossing spot and we all follow. We all stop for lunch after passing through the gate leading to Ocean Beach. What an awesome day; I'm getting sunburn.

After lunch we're off up the hills on the eastern side of the valley to first look at the old WW2 radar site. We carry on for about another 6 kms and enjoy the magnificent views [we are actually looking down on Cattle Ridge] of both Wellington and now Ocean Beach and the Wairapa. At the top we do a loop and start to head back down the way we came.

So far no dramas....nothing other than the views, the weather and good company to report. The tyres were up to the task, the Rangie was performing well, and in fact it was so comfortable that my son was starting to drift off

to sleep. We came to this small muddy patch about 8 metres long and about 100mls deep and just as I'm all most through it....Whoosh goes the front tyre. Would you believe it....something in that mud hole staked the tyre well and good – every other vehicle went through the same hole following in the same tracks – and I'm the only one that can find the @###@!!! [Any one out there that can find that bugger Murphy – give him a thump for me, huh] So that's how you get to write the trip report.

We changed the tyre and rejoined the group. We did end up going round the coast a little before calling it a day.

Thanks Ron for the trip and arranging the weather [how does he do that?] and yes, after all that, we still had time to sneak into Wellington and see the end of the X Games.

Norm Scirkovich

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Hi Everyone,

I've been asked to pass on this communication from the Wellington City Council about the changes occurring in relation to access around the coast. FYI, it seems that the council did put an advert in the public notices in the papers - I didn't see it but I suppose it was at least a bit of an attempt to communicate.

Cheers - Grant.

As you know Council Policy is to limit access along the Red Rocks Road to off road vehicles only. It was anticipated that the road would wash out over time (un-specified) and that natural processes would render the road impassable except to off-road vehicles. Unfortunately the road has eroded in a number of places that make it hazardous (such as the approach to Red Rocks). This presents a significant risk to Council and I am sure you are aware of the obligations that this places us under. Our assessment is that the level of hazard is such that off road vehicles can, with care, use the coastal road but it is no longer appropriate for 2wd vehicles. In this case the hazardous nature of the road has taken precedence. As you know our policy is not to maintain the road but to leave it as a coastal platform.

The limiting of access has been undertaken at the same time as the restoration of Hape Stream while the heavy equipment was on site. Signage will be erected ASAP specifying the limitation/hazard. This will be standard road signage (yellow diamond type).

Work will also be done on the "exit" from the beach. This will be a track/ramp up from the beach back onto the road beneath the quarry faces. This is for two reasons. Firstly to make a relatively safe exit

point and secondly to encourage vehicles to not drive the length of the beach before getting back on the track. Driving on the beach will just generate another point of conflict between users that is not needed!

Bunds have also been placed in the carpark area in response to complaints about "hooning". These are a temporary measure pending development of a longer term solution that will involved landscaping, fencing and restoration work.

If you are able to circulate this information that would be appreciated.

A	B	C	C	U	C	L	U	C	F	W	A	E
O	I	E	H	C	A	L	S	A	L	A	I	S
X	F	R	I	U	R	P	U	O	R	U	Y	U
A	E	I	I	K	H	M	N	P	E	E	B	N
I	B	A	J	O	O	Z	N	S	H	A	I	E
C	E	C	T	A	C	Y	X	H	T	P	E	D
B	O	O	S	E	I	B	Q	U	A	U	U	O
S	S	R	P	E	T	K	R	B	E	M	A	I
R	T	O	W	R	O	P	E	S	W	I	U	L
E	B	R	S	R	E	K	C	O	L	R	I	A
T	U	A	A	O	E	E	U	R	A	E	S	M
T	C	C	I	C	I	O	V	I	E	F	L	O
E	R	U	A	K	K	E	N	I	Z	Q	E	E
L	A	E	C	N	C	Z	S	V	R	X	E	N
Q	Z	U	G	Z	G	B	X	O	Y	D	H	U
Z	R	I	T	R	H	C	C	T	N	E	W	S
T	G	Z	C	C	S	K	U	V	X	L	V	H

Can you find:

- |          |            |         |
|----------|------------|---------|
| Beach    | Sunny      | Rain    |
| Car      | Mud        | Track   |
| Truck    | 4WDrive    | News    |
| Towropes | Wheels     | Letter  |
| Club     | Hubs       | Photos  |
| Clay     | Airlockers | Shackle |
| Rock     | Weather    |         |

## KIDS CLUB PRESENTS:

### Quiz Page

1. What is on TV2 on weekdays at 4:30pm?
2. What film did Peter Jackson direct?
3. Who is Ron Weasley's best friend at Hogwarts?
4. What does CCVC stand for? (Hint: it's got club in it)
5. Where does the newsletter editor live? (Hint: 10  
M\_\_ari\_I G\_o\_e, W\_i\_u\_o\_\_a)

Send your answers to to the answer of question 5.

Don't miss next months crossword!!!

*Made and written by Ashleigh Donaldson*



## Devil's Mile Trip

Saturday 30 November 2002

24 vehicles met, paid their money and were briefed at the Mobil Station in Featherston by Trip Leader Ron Wadham. We were told about concentrating while driving on some very steep narrow tracks. The bonus for such steep tracks is – they gain a lot of altitude, which gives great views of the coastline.

Lots of dust, those of us with non-air-conditioned vehicles filtered the dust through our teeth. I had Case Rosenberg as my passenger for a fair bit of the trip, he told me “It’s really sad your wife can’t come on the trip, but it’s really good....” he likes the front seat and Wendy thinks it’s hers....

The trip went from Te Awaiti Station, then on to Pahaoa Station, back onto the public road for a couple of k across the concrete bridge onto Glendhu Station. At this point Ron thought we might go north through Glendhu, but might need to retrace our steps because of a washout. But when we got there, after a bit of spade and axe work, we had a new track cut and everyone went past with no problems.

A little further north, Ron called another driver’s briefing because we were now at Glen Burn station, and it would cost another \$10 per vehicle to go through. So we had a show of hands and agreed to pay the money so we could go through. (I must admit I didn’t put my hand up – I didn’t mind paying the \$10, but I was keen to go back the way we’d come, because it would have been a little more challenging.)

The \$20 we paid for the trip was great value and worth every \$, because we did a fair bit of the East Coast. At the Rerewhakaitu River, we had a lunch break on the southern bank. The river was starting to back up and get deeper because the tide was coming in, and stopping the river from flowing out. Ron suggested that anyone who didn’t want to do a deep river crossing, cross upstream. Several of us decided to cross at the deep end with no problem, barring one vehicle which made the crossing OK with a fairly large bow wave, with Audrey and her guests in the back seat trying to get their legs up around their ears to avoid the murky water and the tadpoles. I’ve been informed by a reliable source that when the doors were opened, quite a few litres of dirty water and other debris came out.

I’m also told that this is a fairly common problem with this model. I don’t want to mention any more about who it was, because the vehicle has a shared ownership, and the other owner was there, but didn’t see the wetting of the carpets. Let’s hope he never finds out.

There were a few questions asked over the radio about this alleged incident, but the water must have affected the radio, because there were no replies.

As I came past Honeycomb Rock, I spied a mermaid lying on a rock. What a shame I didn't have a camera with me, no-one will ever believe me. After leaving Glen Burn Station we were then on the Flat Point to Gladstone Rd, and the trip finished at Flat Point. Several of us stopped at Te Wharau to blow up the tyres, say good bye and head home.

Coming back, we turned off at Gladstone and headed down to Martinborough to check out a LandCruiser, and saw some great scarecrows from the recent festival. My favourites were the Blues Brothers standing at the farm gate, and the witch who blinked, and flew into a lamp post.

Another fantastic trip – thanks to Ron.

### **Guy Fawkes Night Trip**

Saturday 2 November 2002

Terawhiti Station

We met at the Makara Gas Station around 3.30 pm. After a quick driver's briefing, we were off to Terawhiti Station. We drove in on the old Power Board road to Oteranga Bay. We took a small detour up onto a plateau overlooking Cook Strait, the remains of a chimney is all there is now, but it used to be a Coast Watchers hut during the war.

Rowan and I were very anti-social at this point – because of the gail force winds, we stayed in the LandCruiser.

We then drove up the valley and past a point called Ohau Hill. We dropped down into Te Kamera Bay, also known locally as Plastic Bay, where we set up the Club Marquee, barbeque and got down to the real business of the trip – lighting bonfires and letting off our crackers.

Even though it had been very windy on the open tops, this bay was relatively sheltered and we had a great night. We had a great feed, watched the young and old kids let off their crackers, then packed up the BBQ and tent, put the fires out and had a short night drive out to the main road.

The continous row of headlights from the valley to the top of the hill was a spectacular sight.

Another great trip, organised by Ron Wadham and John Vruink.



YES! IT'S A WOMAN!!!

Insert Trip Information Sheet here



# Trip Categories (01/06/02)

---

## Family Shiny:

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

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

Members: Anybody is welcome, especially prospective new members.

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

## Shiny 4x4:

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

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

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

From 1/02/2003 To 30/06/2003

TripStart	Date	Days	TripName	TripCategory	TripPlace	TripOrganiser	TripLeader	Status	TripNotes	TripID
Sun	02/02/03	1	Belmont Regional Park Open Day	Shiny Novice	Belmont Regional Park	Roger Seymour	Roger Seymour	H		714
Sat	08/02/03	1	WRC Sunset Tour 2	Shiny 4X4	Battle Hill	Grant Purdie	Ron Wadhams	C	Our turn to help Battle Hill, please provide seats for passengers on the evening trip up into Pukekairo Forest and the top of the Zig Zag.	758
Sun	09/02/03	1	Training Module 4 + Trip	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		765
Wed	12/02/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	750
Fri	14/02/03	3	Gentle Annie Family Trip	Shiny 4X4	Ohinewairua Station, Taihape	John Vruink	John Vruink	C	Bookings essential.	778
Sun	16/02/03	1	South Coast Exploration	Family Shiny	Long Gully	Jim Johnson	Jim Johnson	C	More than the average trip, if Jim's plan comes off...	766
Mon	17/02/03	1	Trip Leaders' Forum	Special	Petone Working Mens Club	Antony Royal	Grant Purdie	C	7:30 pm	802
Thu	20/02/03	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	Grant Purdie	C	7:30pm	825
Sat	22/02/03	1	Manufacturers Challenge Round 1	Manufacturer	Rallywoods	Andy Mitchell	Andy Mitchell	C		748
Sun	23/02/03	1	Bulls Round Trip	Family Shiny	Manawatu	Roger Seymour	Roger Seymour	C		828
Sun	23/02/03	1	Bulls Round Trip	Shiny 4X4	Manawatu	Roger Seymour	Roger Seymour	C		829
Sun	23/02/03	1	Bulls Round Trip	Club 4X4	Manawatu	Roger Seymour	Roger Seymour	C		762
Wed	26/02/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	752
Sat	01/03/03	1	Karapoti Classic Set-Up	Special	Akatarawa Forest	Grant Purdie	Leon Zwetsloot	C		826
Sun	02/03/03	1	Trip Leaders' Training	Special	-ba-	Multiple People	Andy Cockroft	C		803
Sun	02/03/03	1	Karapoti Classic Support	Special	Akatarawa Forest	Grant Purdie	Leon Zwetsloot	C		827

TripSat	Date	Days	TripName	TripCategory	TripPlace	TripOrganiser	TripLeader	Status	TripNotes	TripID
Wed	05/03/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		815
Sat	08/03/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		775
Sun	09/03/03	1	Pauatahanui Farm & Food Festival	Special	Pauatahanui	Paul Adams	-ba-	C		768
Wed	12/03/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	* 7:30pm	769
Fri	14/03/03	3	Levin Foothill Farms	Shiny 4X4	Levin	John Vuink	John Vuink	C		772
Sun	16/03/03	1	Club Gymkhana	Gymkhana	Deadwood Site, Aotea	Pedro Osborne	Pedro Osborne	C	Jointly organised and run by Pedro, Andy Mitchell and Ross van Waas. Suitable for ALL types of driver and vehicle. Ladies could even drive this. No recovery gear needed. A sense of humour a must. BBQ and portaloos provided as part of the \$10 trip fee.	814
Sun	23/03/03	1	Special Olympics Fundraiser	Guest Group	South-west coastal area	John Walls	-ba-	C		852
Sun	23/03/03	1	-ba-	Club 4X4	-ba-	-ba-	-ba-	T		773
Sun	23/03/03	1	See What's Left	Hard Yakka	Dick's Yard	Grant Purdie	Grant Purdie	P	Access to be confirmed.	774
Wed	26/03/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	770
Sun	30/03/03	1	Club Champs Round 4	Club Champs	-ba-	Neil Blackie	Neil Blackie	P		813
Wed	02/04/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		816
Sat	05/04/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		804
Wed	09/04/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	805
Sun	13/04/03	1	-ba-	Family Shiny	-ba-	-ba-	-ba-	T		806
Sun	13/04/03	1	-ba-	Shiny 4X4	-ba-	-ba-	-ba-	T		807



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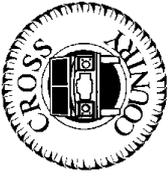
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