



VEHICLE CLUB
Wellington (inc)



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March 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 Mens Club, Udy Street, Petone.**

MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-To's", etc to be in the hands of the editor by the end of each calendar month. Please post to 10 Matariki Grove, Wainuiomata, fax to 04 914 5825 or email to newsletter@ccvc.org.nz

SAFETY POLICY

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

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

DISCLAIMER

The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, 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 second issue of the Cross Country Chronicle for 2003.

Went on a public fund raiser trip the other weekend - run by the Woodville Lions out the back of Woodville. Was an excellent day out over lots of farmland with great views. Got high enough to see both the east and west coasts as well as Mounts Egmont and Ruapehu. These trips may not be everyone's cup of tea, but they are certainly a great way to get to places not normally available to the public.

Plenty of trip reports this month, which is great as that's what people like to read - so keep up the writing (should that be *keyboarding*?) and I'll keep publishing them.

Alan...



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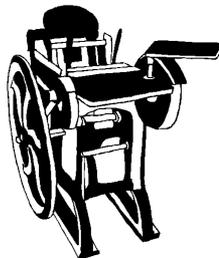
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Cover photos: Some people park in the strangest places!!!

Cross Country Chronicle

President's Piece - March 2003

Aloha! Yes, you might think it's Hawaii - what else could you expect from the capital city at this time of the year, with its wonderful warm Wellington weather!

On the plus side, we've had lots of trips where we've been able to enjoy the outdoors in comfort, including the all-important fabulous back-country views from the tops. On the minus side, there is a distinct lack of mud when we want it! Except on some of our favourite hard yakka tracks, where the few brave souls discover that real mud just never goes away. Funny how there aren't that many trip reports from the Club 4x4 and hard yakka trips - either that lot are all shy or maybe there aren't many author-types amongst the relatively small numbers that go on these trips.

Speaking of trip reports, I'd like to repeat something from our last club night: congratulations to all those of you who have written such amazing trip reports for the newsletter. Not just members either - there have been numerous contributions from families, friends and visitors, giving an interesting and usually entertaining perspective on our antics. Thanks to you all - you are helping the club maintain one of the key foundations of our club culture, which is a full newsletter with strong 4wd content.

To continue our focus on 4wd, just look at the back of this issue of the newsletter to see the large number of trips and events coming up. These are also the heart of our club. Thanks to our hard working committee and trip leaders, we're continuing to run lots of trips and to generally keep down the number of vehicles on each trip.

Our members' feedback survey has closed off now, with a relatively small number of responses (is this good news?). The analysis is now under way and the results ought to be available in time for our April newsletter and club night.

Our big land access topic has been the environment court case on the stopping of a local paper road. The case was really interesting and the argument against stopping the road seems pretty good. We're all waiting anxiously for the court's decision to be announced.

Another topic that has vexed us all has been whether we should persist with our membership of Motorsport. The debate last club night has helped refresh the concerns held by some of our members - we must remember though that it can all seem pretty boring to many people! To complete the process that the club has been working through will take another couple of months. When the club makes its decision, we will also have our analysis ready on the merits of re-joining the NZ 4wd Association so that the full picture can be considered. Our schedule is to present the findings at our May club night, although depending on the timing of the AGMs of these other organisations, it may be a little after that. We may need to hold a special club night for this.

Lastly, there is still tension between those who want to debate matters in depth at club night and those who want to get on with the 4wd stuff - it will be interesting to see if the survey helps us with this one. Meanwhile, we'll try to keep the focus on the interesting and entertaining side of 4wd, however we all need to respect the right of any member to raise any subject at club night (it says so in the constitution!)

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

Grant Purdie, Club President, 6 March, 2003



Trip Categories

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

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

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Equipment Required

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

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

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



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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Ph. 04 564 8823

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

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

Upcoming Events

Mar 8: Rangiwahia Playgroup 4WD Trek. *Same area as last time. \$45 advance registration, \$50 on the day. Phone/Fax 06 328 2701*

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

Mar 15-16: Kawhia Safari. *Same area as last time but different route, limited to 70. Contact Bill Neill on 07 871 2873 or billneill2000@xtra.co.nz*

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

Mar 22: Maratoatera Coastal & High Country Safari with campout. *Fundraiser for Hereworth School. Contact Mark Warren on 06 857 3731 or hillseekers@xtra.co.nz*

Mar 22: Weber Wild Country 4WD Challenge. *Fundraiser for the Weber community, \$50 per vehicle incl lunch, meet at Waipoapoa Stn 9:30am. Contact 06 374 3819, 06 374 3811 or wai_totara@xtra.co.nz*

Mar 30: Twin City Charity Safari. *Contact Graeme Lincoln on 06 876 9326 or email on g.lincoln@clear.net.nz*

Apr 6: NZ4WD Show. *Auckland Polo Club, Clevedon, Auckland.*

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

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

Easter: Alpine Traverse. *Three nights campout, four days tough tracks, well setup vehicles, experienced drivers only. Limited numbers, \$195 vehicle & driver, \$30 passengers, 33" tyre size limit. Contact Murray Waters, Alpine Lakes 4x4 025 658 6249*

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

WELFARE OFFICERS REPORT FEBRUARY 2003

Well folks we had a great holiday tenting in the sunny Hawkes Bay and only got 2 hrs of rain in the first 12 days of our holiday. Now I don't know if it was the heat, a mid-life crisis or your Club Secretary just losing his marbles, but he decided that after 28 years it was time the beard and the hair on his head had to come off. Thought he was joking as he had mentioned it on other occasions, but not this time. I insisted that he keep his moustache, and now looks very much like two of the 3 younger brothers he has. I think it is an improvement and feel he's dropped at least 5 yrs off himself. But you be the judge next time you see him. John Vruink even used it as an excuse to do a night drive in Taihape, saying they were going to go and look for Neil's hair. Needless to say they didn't find it.

NEWS

Michael Murphy - Sincere condolences to you and your family for the recent loss of your mother Irene. Our thoughts are with you.

Kind Regards
Barbara Blackie
(Z RED 1)
K215

PS THOUGHT FOR
THE MONTH

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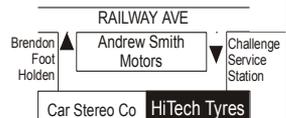
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**RONS RAMBLE
BATTLE HILL to TOTARA PARK
2 January 2003**

Doing Battle from Battle Hill?...well with the fine weather it soon became a sunglasses and sun-hat trip. A fleet of 9 vehicles started at Battle Hill at 0930 under guidance of Ron Wadham. We rambled across the Transmission Gully Valley, looking anxiously for signs of construction, but on finding none followed up normal route to the ridge, left down to the Wainui stream and up the zig zag. Some avoided the ups and downs at the top but all stopped to look at the views of the Hutt Valley and afar.

Onwards, through the normally locked, but unlocked, gate and up Rimu Rd, over the ridge to long ford. At this stage some magic cooling liquid was required in one vehicle, but the trip generally rambled up Whakatiki Rd to Perhams Rd and down to the Maungatotukutuku gate. Tail end charlie (and the keys) stayed with the hot motor whilst the rest found the gate, and relaxed over a lunch and sleep in the shade. Just as well the locked gate has been

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shifted! So as the hot motor arrived, the expert diagnosis began. Blocked radiator, faulty pressure cap, head gasket or some other obscure cause? In the end, recognising that the vehicle was heading north to Auckland the next day, the black top beckoned as an easier route south and then we were eight. Back up Perhams Rd and Ron, cunning old fox, invited the tourists to follow him up the steep side detour. No one made it except Ron, but he was modestly describing the difficulties of steering with lockers on both axles when we regrouped at the top.

On to turn right at the Titi Rd junction, down into Hydro Valley and the Orange Hut. Yes, the roof rafters are probably just strong enough to support an extra storey or two! Then back to the Pram Track, over the hill past the Kapiti vehicle sorting out its second puncture of their day, and down to Hukinga clearing. There the Hard Yakka boys were coaxing vehicles into a steep water washed rut that masqueraded as an old track. No joy for them, but one of our party noted that he had done it before, rambled on up, and got a fair way up before the rut took revenge, dropped the vehicle into the slot sideways with a grind and a thud. Even the lockers did not help and the predicament required a backwards pull to bring the vehicle down and expose the wheel arch and panel damage! Thirty seconds and probably \$1000, and on a Family shiny trip to. Call that 7.5 vehicles! As we wandered on to cross the McGhees bridge, the Hard Yakka boys were at it again, this time being winched upwards to complete the ascent.

Home straight we all thought as Airstrip Drive came into focus, but Ron dived sideways towards Clarkes Creek for a bit of an added visitor attraction. Failed to spot the small sign "closed" but found the reason for the sign as the track left the Creek. A pine tree of half metre diameter and seemingly infinite length had fallen across Rd requiring chain saw surgery. Found to be difficult to both saw the tree and stay perched on a cut face, but eventually it was sliced and diced so cleanly that a section of it started to roll back down the track onto Ron's Truck! Damage was averted by body tackling the log and then the trip proceeded onwards and upwards to Cannon Point. The training area was too good to pass up and despite common sense by most of us, the depth of the pond was measured by a Lada. Found to be deeper than the guarantee provided by the Lada engine manufacturer, and around half the water in pond was winched out inside the Lada. Mrs Lada was not impressed. Call that 6.5 vehicles, and Yes, if you open the door in the pond more, much more, water enters drivers area! Drain plugs were located, and the engine guarantee was found to be operative again! A few descents and ascents mid overgrowing gorse and back to exit via the Totara Park main access Rd at around 1630. At the gate the party was met by the hot motor which had discovered that cooling is supposed to be by air flow through the radiator and that this is lowered hugely by caked mud in the fins. A good

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TWL	Vehicle parts and accessories
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hose out had been performed and it "seemed all right now". All the other lunchtime theories were therefore abandoned.

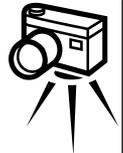
So another interesting day in the sun under Ron's leadership and the benefits of adding chainsaws to gear lists for even simple trips was demonstrated.

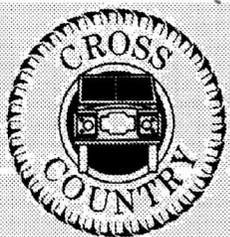
Ian Hutchings



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!*





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GIDDAY

Gidday, K161 here. Now, I'm not one of those 4WDs who blow their own trumpet, or horn, as the case may be, not like that Leroy who gets in print all the time. Not many of you will remember me because the husband doesn't get off road much. But I reckon I did I did some really good work over the holidays, and the wife thinks you should all know about it.

Here we were, miles away from home in the New Year, way up there on the beach at Murawai. A good surfing beach, the husband said, and he should know. Way back then when he was young, he used to compete in surf life-saving competitions. Anyway, there I was, parked under a shady tree in the car park while the husband and wife had a nice paddle along the beach. When they returned the wife said, "Did you see the beach access sign for 4WDs along the road when we came in?" That was it, we were off like a rocket, driving down the access road, straight onto the beach.

But... what was that ahead, looked like someone in trouble. No, make that, two cars in trouble. The husband drove up and sauntered over to see if he could help. Stuck fast in the soft sand was an old rusty red Holden ute, and not far away, one of those little beach buggies. "I'm teaching my boys to drive", the ute owner said. Didn't seem to be doing a very good job, I thought to myself. After a bit of pushing and spinning wheels, the husband gets the strop out. Oh boy, here we go, it'll be a piece of cake!!

While the husband attached the strop, the wife tells the boys to stand well back, just in case. The ute driver wanted to be pulled onto the firm sand so that he could make his own way out. I did that easy, no trouble at all. Then with the motor racing and wheels screaming, he guns it, across the hard and straight into the soft. Will he make it? Whroom, whroom, yes, at last he reached the track and away he went.

Now, what about these two boys and the buggy. "Dad brought it for us for Christmas, and it's conked out", they said. Stopped up again, a gentle pull, and here we go, all the way up to the road. The father and the boys were full of thanks. "No trouble at all, pleased I could help", said the husband. I was pleased too, I can tell you, two rescues in one day!!

Then it was back on the beach for our burn up. This is the life, hub locks on, the sand beneath my all terrains, the salty wind across my bonnet, we drove on and on up that wonderful straight beach. Then it was time to turn around and make our way back. Gosh, that run did me good.

Waiting at camp was that big Aussie caravan that I pull around for the husband and wife. In fact, I pulled it all the way to the Far North and back these holidays, almost 2400kms. It may be bigger than me, but I'm in charge!

Cheers, K161

Whangamomona - Jan 2003 - Part 2

Thanks to Sheila for an excellent account of the weekend at Whangamomona. It certainly was eventful – see Cross Country Chronicle Feb. 2003. I had volunteered to report on the last few hours of that trip.

Homeward bound, it had been decided that those from the “big trip” who wished, would detour at Waverley with Dave Jones leading us to visit Ernie. Seven trucks and their occupants choose to do so.

In overcast conditions (pleasant for driving anywhere) we set off along 10-12km's of tar-sealed back road, onto 30km's of tended gravel road which led to a sturdy gate with 3 or 4 shaky mail boxes beside, one marked 'Ernie Matthews'. I for one, felt some excitement as had heard it was a good drive, and Ernie was an interesting and illustrious character, whom I was keen to meet.

Off we all happily motored, down a dusty, less tended dirt road. We noted as we kept good pace the road carved out of impressive papa cliffs (to our left), the steep unprotected drops into the river (on our right), a couple of old cottages, then some scrubby farmland – scattered sheep, cattle, a few goats, and a fallow deer that led us along the road a while before it was able to make it's escape into the undergrowth. As we travelled, the 'road' tapered to a track, then into what could best be described as 'almost a track' and after 14 km's it opened onto the green grass of Ernie's front 'lawn'.

Ernie quickly appeared, scabbling to don his shoes, Visitors Book in hand, to greet the arrivals. We had interrupted his dinner preparation – as the remains of a goat on the 'lawn' intimated, he was going to have stewed goat leg for tea. Another leg we saw him cutting into bite-sized pieces for his 4 –5 sociable cats.

Ernie invited us to 'wander' round, so we viewed his once busy woolshed (with some sheep waiting quietly for attention), which is now mostly used for the storage of anything that Ernie might ever need again – or not. We caused a bit of a ruckus when we disturbed the dogs, though. A long row of cages, over shaded by trees, contained an uncountable number of barking brutes – silenced eventually with a 'kind request' from their master.

After chatting with us for sometime, Ernie got back to his dinner preparation and we settled to eat our own lunches among the many 'sculptures' on the lawn.

We noted some spits of rain.

Following consumption of our mandatory four sandies and two cups of coffee, the spits became light drizzle. Not yet sensing danger, while the men packed up, the ladies donned jackets and began strolling homeward along

the 'almost a track'. Shortly however, strolling became hazardous, as the once-dusty papa and drizzle mixed; quickly becoming slippery slush. We felt glad when the men arrived with the trucks. BUT..... then the fun began!!!! With the drizzle now heavy drizzle, the "track" (even the flattest bits) became extremely slippery. Imagine dancing on marbles on stilts!

Now there was no room for error. Remember the previously noted steep drops into the river? We inched our way along, tyre pressures well down, but still slipping and sliding. I was dreading the uphill climbs, but these bits were not as scary as the flat bits that were holding the water. A couple of us gave the grassy bank a sideswipe, (and others didn't admit to having done so). But with Dave's confident leadership, and good advice from Carl we eventually found ourselves back at the shaky mail boxes, with much relief. Phew! Ernie, as Carl had bade him farewell, warned – "get going and don't stop". I guess that goat leg would not have fed all of us, stuck there till the rain stopped and the track dried.

Ernie is an agile, aging man, of much interest – in fact fascination. He still farms his land, living alone in relative isolation. From May to October the gate at the mail boxes is locked (due to the dangers), cutting off most visitors. He has no electricity, no phone and no transport. His nearest neighbours are 6-7km's away. It's a 28km walk from the house to the mail box and back – a trip he makes often. Recently, very ill with his leg badly infected from a dog bite – he walked to those nearest neighbours to phone the Ambulance, then continued walking to meet it when it eventually arrived.

He lives among 50 odd years worth of "bits and pieces", all of which have been, or still are, needed. Much will have been eaten, or rusted or rotted away, but if it gets taken in, it stays in! Ernie has been the topic of several media programs and enjoys many visits (as his Visitor Book attests) weather permitting, from the adventurous or curious. Thank you Ernie for the hospitality and Dave for leading us in and safely out.

Verity Frost (photo's thanks to David Craig)

P.S. Guys - sorry there's not much mention of lockers, gears used, tyre pressures, things broken or bent, or other such mechanical details - remem-

Microsoft Publishes Windows 2000 Bug List !!



Microsoft today published the full bug list for it's Windows 2000 operating system. For the first time ever, all known and reported bugs are to be made available to the public. Mr Hyan-Lee of Japan (pictured above) made the mistake of printing the whole list.....

FLU SHOT NOT NEEDED!!!!!!!

Miss Bea, the church organist, was in her eighties and had never been married. She was much admired for her sweetness and kindness to all. The pastor came to call on her one afternoon early in the spring and she welcomed him into her Victorian parlor. She invited him to have a seat while she prepared a little tea. As he sat facing her old pump organ, the young minister noticed a cut glass bowl sitting on top of it, filled with water. In the water floated, of all things, a condom. Imagine his shock and surprise. Imagine his curiosity!

When she returned with tea and cookies, they began to chat. The pastor tried to stifle his curiosity about the bowl of water and its strange floater, but soon it got the better of him, and he could resist no longer. "Miss Bea," he said, "I wonder if you would tell me about this (! pointing to the bowl)?" "Oh, yes," she replied, "isn't it wonderful? I was walking downtown last fall and I found this little package on the ground. The directions said to put it on the organ, keep it wet, and it would prevent disease. And you know, I haven't had a cold all winter."

Gentle Annie Trip © Ohiniwairua 14/02/03 to 16/02/2003

The trip was planned to start on Friday and several people had taken the day off work. I was not able to take time off and drove up on Friday night with rain most of the way. I remembered the road marks between Taihape and Ohiniwairua from the last time I was on this trip. It rained during the night and I hoped that it would clear the sky.

Saturday we were rewarded with a beautiful morning and tracks that were wet enough to settle the dust. The drivers briefing was about 8:30am during which John Vruink outlined the day's driving with the proviso that the first driver to get stuck was to write the trip report. We set off shortly afterwards and were allowed to make our own tracks over the hilly farmland. On the first hill I saw a Nissan getting halfway up the hill and losing traction. It looked like the vehicle was not in 4 wheel drive because after reversing and ending up sideways the next attempt was successful.

We continued making our own tracks on the farmland. We went down the zig zag and ended up by the bridge where we crossed the river. There were many gates to be closed and gate duty became a well practised activity especially since some stock is smart enough to open gates unless they have a top bar slid across and the gate tied with wire. We forded the river on several occasions and I felt the bashbar digging into the landscape making it easier for those who followed. At one point I lost sight of the vehicle in front of me and followed the trail I thought it had taken up river. I thought at the time that it was strange that a vehicle would drive into a river bend that was bound to have a deep washout but I was sure that Terry had taken that line since the wave action indicated it.

I should have used my intuition instead because sure enough the water had



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-

dug out a deep hole on that bend and I slid the Nissan into it. The passenger side of the vehicle was in the water halfway up the door and my boy Caleb was complaining about sitting in water. The vehicle could not get any traction and needed a slight stop out of its predicament. On we went fording the river several more times and flattening banks as we went. We followed farm tracks up to a bog hole which caused some damage to Bob's Nissan right front wheel. Most vehicles needed a tow through this after some earthmoving moving by many hands. We had an eating stop afterwards and then returned the same way downhill. This time every vehicle drove through without assistance.

We proceeded to the northern end of the 48,000 hectare farm. One vehicle got a flat tyre which stopped the convoy for about 10 minutes. Not far from the top of the long climb we saw a stag with about eight or ten antlers but he was too quick to put a message over the radio to that effect. At the top was our lunch stop in beautiful sunny weather. We also saw Kaimanawa horses on the other side of the hill. We returned the same way we had come which by that time was getting dusty. There were several more challenges in the form of deepish galleys to get into and out of which were managed without assistance by most vehicles. One aspect I remember distinctly was driving through manuka scrub about the second vehicle through after John Vruink put over the radio that he was through and hopefully we could find his tracks. Yeah, that stuff hardly showed any marks from the vehicles that had passed before, I was guessing most the time and hoped that not some manuka stick might poke a tyre. That part was a bit scratching but a lot of fun.

After searching for several suitable creek crossings we found our way back to the main track and made our way to the farm. As we were driving along I could here a grating and ringing sound coming from underneath the vehicle. So, after a brief inspection I found that a dust ring from the handbrake drum had seperated and was swinging on the drive shaft. Once back at camp I removed the drive shaft and bashplate to remove the dust ring. The rivets that had held it in place had been shorn off by running through stones and sand that had collected in the bash plate. I put the driveshaft and bent bash plate back and went for a lovely evening meal. Many thanks to all who prepared the barbeque while I was busy working on my vehicle. Afterwards we had a good talking session in the kitchen / dining room.

The next day saw us leaving about 8:30am for another foray into the huge farm land. I soon found out that the bash plate was rubbing on the handbrake drum under severe load because it was more bent than I could make out the night before. At any rate I decided to continue as long as I was careful with acceleration. We entered the farm past the farmer's house and proceeded to a sheer bluff where the landscape of what appears to have been a lake before the time of the Taupo lake eruption. It is not difficult to see the effects of the forces of nature as the disgorging water headed to lower land. The view over the area was magnificent on the clear day. We headed down from the bluff and followed farm tracks which led to the top of a steep hill.

Here John suggested that only vehicles with manual gearboxes go down that hill in low first. The others took a different route off the hill. I watched the first vehicle making it down the hill loosing traction in places but the HiLux managed it quite well and also showed the followers the dip halfway down the hill. As more vehicles drove down the grass became more slippery. One utility managed to get halfway down the hill in a semi controlled manner with the second part virtually under no control. At the bottom the vehicle spun out and could have flipped. Phew! The radio advice was that the vehicle went in 'No Control' gear. Not long after it was our turn. I was in low first and started off allright with John's question ringing in my ear 'Are you in low first'? Affirmative, so after about twenty meters the vehicle started to slide under its weight as the tyres lost grip. I felt the rear trying to come around but managed to keep the vehicle sliding in the general direction even when veering to the left to avoid the hump. Somewhere near the bottom I heard a loud bank coming from the front as the front tyres regained traction. I hoped it was'nt part of the diff. We were down with hearts beating fast and panting. The other vehicles followed us down more or less controlled. That was the mornings main challenge.

We followed the zig zag down to the bridge and continued on more farm tracks. Some vehicles left the convoy at that point to return home earlier.

Most continued to explore a different part of the property which was very scenic. The bog holes I remember from the last time were mostly dry and presented no problem. We crossed many hills and made our own tracks. That was fun. The only downside was that the bottom of the radiator was full of seeds. I would worry about that later. It was such a beautiful sunny and warm day I didn't want to leave. Eventually we arrived back at the camp site about 2:20pm to pack and clean up. I removed the bash plate to discover that the handbrake drum had ground more metal off the plate. I took it home in the boot. Nothing that the weight of the vehicle and a sledge hammer can't fix. After cleaning a lot of seeds out of the radiator we left for home.

We had a ball on this trip and extend our sincere thanks to John for running this trip. Book me in for the next one.

Lutz Wolters - K137

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Two men waiting at the Pearly Gates strike up a conversation. "How'd you die?" the first man asks the second. "I froze to death," says the second.

"That's awful, how does it feel to freeze to death?" says the first. "It's very uncomfortable at first, you get the shakes, and you get pains in all your fingers and toes. But eventually, it's a very calm way to go. You get numb and you kind of drift off, as if you're sleeping.

How did you die?" says the second. "I had a heart attack", says the first guy. "You see, I knew my wife was cheating on me, so one day I showed up at home unexpectedly. I ran up to the bedroom, and found her alone, knitting. I ran down to the basement, but no one was hiding there. I ran up to the second floor, but no one was hiding there either. I ran as fast as I could to the attic, and just as I got there, I had a massive heart attack and died."

The second man shakes his head. "That's so ironic," he says. "What do you mean?" asks the first man. "If you had only stopped to look in the freezer, we'd both still be alive!"

Lost on last Ohinewairua trip

one pair of sunglasses with prescription lenses fitted in / with a black case. If found please contact Larry on 567 0902.

Cross Country Chronicle



CCVC Tyre Discounts

Firestone

BRIDGESTONE

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.

CCVC COMMITTEE MEETING HIGHLIGHTS

26 February 2003

1. Loan repayment for Johnson Road closure defence to be received shortly.
2. Johnsons Road Environment Court case concluded - judgment reserved.
3. New members
Mark Dewijk - Jeep Wrangler
Blair Turley - Toyota Blizzard
Marcus van Veen - Toyota Hilux
4. Safety sub-committee has prepared a guide detailing driver skill and experience pre-requisite recommendations for new members wishing to move up the trip category grades. To be covered on Club night.
5. New driver training system starting on 5/3 with theory night. Training days will be more formal and driver focussed, no longer a social day for families.
6. Motorsport NZ have accepted CCVC proposal for joining MNZ, acknowledgement letter to come. CCVC will now negotiate joining conditions with NZ4WD Assn before deciding whether to continue/join one or other, or both.
7. Club night photos to focus on previous or recent months trips from now on, sorted by trip and tied to verbal trip reports.
8. Reduce formalities at Club Night.
9. May club night might be taken over by focus on Motorsport/Association decision, or a special meeting at a later date depending Association AGM timing.
10. Jeff Simpson to handle accounts while Roger away in March.

Cross Country Chronicle

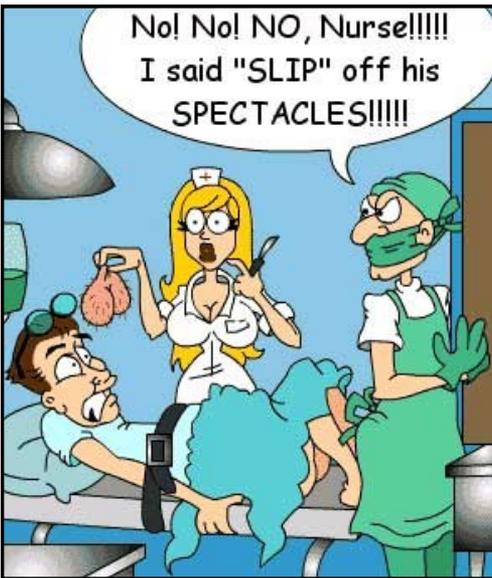
Pauahatanui Food and Farm Festival 09 March 2003

This is shaping up well with the Ranger approving use of both the long and short loops with the opportunity on the short loop for some imaginative use of the terrain subject to passenger requirements and on the long 'scenic' loop we are going to use the two side tracks as well to spice things up a little. As to recovery, Neil's going to manage this for us with Craig Smith and Andy Cockroft putting their hands up to assist. Who else is up for it?

The festival runs 10.00 till 3.00, we're out of there by 3.30, and the recovery demos, to be held on the far side of the airstrip in the "Wadi" will be approx 45 mins each at 11.00 and 2.00, (if they stay with the timetable). Obviously we need some numbers to ensure seats are available for the public so I

would appreciate it if those intending to be there, 9.30am, Sunday, 9th March, Battle Hill could email me on padams@chevrontexaco.com or call on 021 941 343, why? To save me making panic calls on Saturday!!

Thanks. Look forward to hearing from you.



AUTO ELECTRICIANS

939 HELP

**12 Hawkins St, Lower Hutt
939 4357**

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:

Mark Dewijk - Jeep Wrangler
Blair Turley - Toyota Blizzard
Marcus van Veen - Toyota HiLux



Cross Country Chronicle

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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 Center.

Directions:

Just before Levin turn right, Palmerston North via Shannon Rd. Turn left at first intersection then right at next intersection, Tararua Rd. Follow to next intersection and then turn right, Gladstone Rd. Follow for about 8kms, road becomes unsealed then you cross a bridge. About 1km past bridge on left sign for Makahika Outdoor Centre. Do not turn up Marahika Rd on right just after bridge. See map on back of Trip Information Sheet at rear of Chronicle.

Fully catered BBQ Saturday night.

Limited numbers, booking required!

Contact John Vruink: 567 1142 or 025 439 981

Cross Country Chronicle

TROPHY AND CUP PRESENTATION NIGHT



PETONE WORKING MEN'S CLUB

Saturday 10th May
8.00 pm



BAR OPEN FOR
DRINKS



LIGHT SUPPER PROVIDED

Major prize - set of mud terrain tyres
and

Spot prizes donated by Toyota

HAVE DINNER IN UPSTAIRS RESTAURANT
BEFORE HAND

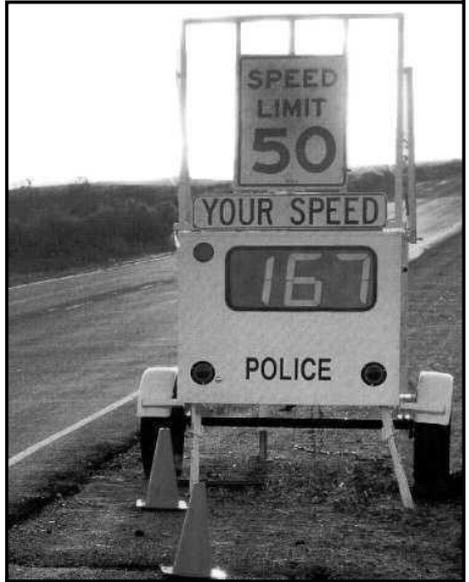
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Subject: cricket simplified

Now I understand.....

You have two sides, one out in the field and one in, in the field. Each man that's in the side that's in goes out, and when he's out he comes in and the next man goes in until he's out. When they are all out, the side that's out comes in and the side that's been in goes out and tries to get those coming in, out. Sometimes you get men still in and not out. When a man goes out to go in, the men who are out try to get him out, and when he is out he goes in and the next man in goes out and goes in.

There are two men called umpires who stay out all the time and they decide when the men who are in are out. When both sides have been in and all the men are out, and both sides have been out twice after all the men have been in, including those who are not out, that is the end of the game!



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Private Bag 907, Upper Hutt
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Fax: (04) 528-2652
Email: uhc@uhcc.govt.nz
Website: www.upperhuttcity.govt.nz

8 January 2002

Ron Wadham
109 Manuka Street
Stokes Valley
Upper Hutt

Dear Ron

Please accept this huge thank you on behalf of the supervisors, leaders and kids on the Blue Light H₂O Xstream Holiday Programme. They thoroughly enjoyed their time with you and look forward to the next time they visit.

Thank you for the time and effort you put in to create our visit a fun filled and exciting one.

I look forward to working with you again in the future.

Kind regards

Cara Molloy
Recreation and Events Programmer
H₂O Xstream

get set to get wet



FOR SALE

1980 Landcruiser FJ40
4.2l Petrol, running
gear & motor all over-
hauled, 2 sets of 33" All
Terrain tyres, snorkel
some rust.
Would like \$3-4000 but
interested in offers

Ph John 027 435 7986

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Warn 24V winch motor
and all solenoids (from
a winch converted to
12V)

Call Don on 04 232

FOR SALE

1995 (Oct) Nissan Safari LWB Grandroad

4.2 diesel, turbo, auto, overdrive, Green/Gold, low roof, 7 seater, One owner
NZ (current), WOF & registration

Factory fitted extras: *Air con, burglar alarm, radio cassette, monsoons, special running board sills, inclinometer, seat covers, additional floor mats, headlamp washers & wipers, tinted windows*

NZ fitted extras: *Stainless steel bull bar, Warn 8000lb winch with remote control, towbar, turbo timer, Hella 200mm fog lamps, supplementary oil cooler for auto*

Very tidy condition throughout, meticulously serviced and maintained for reliability, higher kms, \$29,500 ono

Phone Don on 04 232 5953 or 021 661 187

Cross Country Chronicle

Manufacturers Challenge

This year the event was run over only the one round due to time constraints. It was good to see the two old faithful teams out there as well as a new one. Saturday 22nd February was the day set down for this event, and as usual with the expert organizer, the weather was perfect.

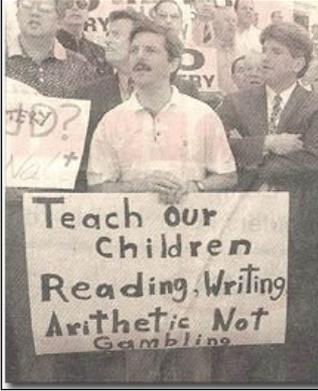
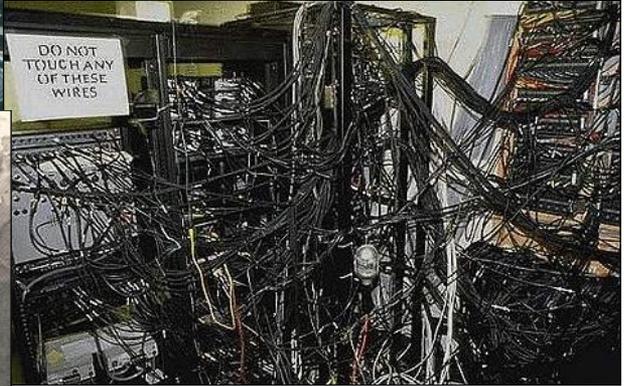
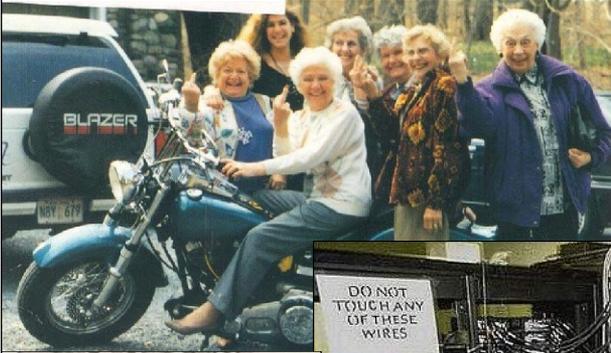
The three teams consisted of 3 Nissan mammoth trucks, 4 Landcruisers and 5 Suzuki's. The event is a timed one with all vehicles having to complete the course with all drivers, runners and recovery gear back in their trucks before the clock stops. 5 hazards were set up at the start of the day with one being changed because of the lack of interest in attempting it.

I had stated at the start of the day that I would come up with a formula if required to work out the winning team on the day. This was because of the different vehicle numbers in the teams. As you can see by the scores, this was not necessary as the total time taken by the winning team showed a clear margin.

Hazard	Team Toyota (4 vehicles)	Team Nissan (3 vehicles)	Team Suzuki (5 vehicles)
1. The Avenue	8m 29s	43m 52s	24m 10s
2. Green Hut Shortcut	3m 24s	3m 38s	11m 40s
3. Nissan Way	6m 51s	4m 13s	20m 50s (4 vehicles)
4. Ladies East	19m 42s	7m 11s	21m 30s
5. Whoopee	5m 14s	4m 15s	8m 33s (4 vehicles)
TOTAL TIME	43m 40s	1h 3m 9s	1h 26m 43s

I hope all teams enjoyed themselves on the day. It was about having fun and working together as a team. Of special note was the Suzuki Team, who had not been out together as a group before, but showed that with a level head and some common sense, anything can be achieved. Hope to see more of you at the next one.

Andy Mitchell



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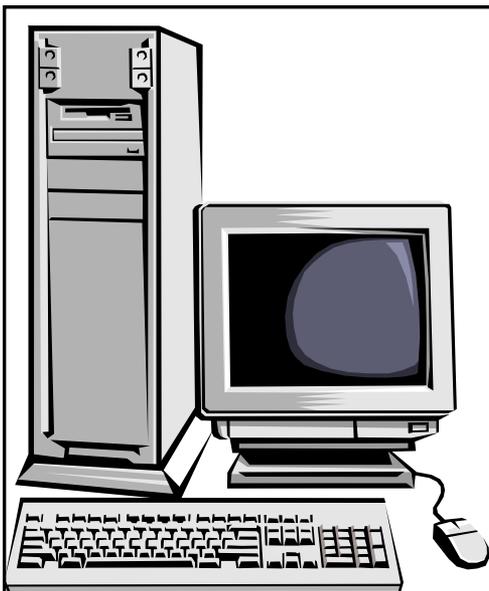
Sensitive Guy...

A woman meets a gorgeous man in a bar. They talk, they connect, they end up leaving together. They get back to his place, and as he shows her around his apartment, she notices that his bedroom is completely packed with sweet cuddly teddy bears. Hundreds of cute small bears on a shelf all the way along the floor, cuddly medium-sized ones on a shelf a little higher, and huge enormous bears on the top shelf along the wall.

The woman is surprised that this guy would have a collection of teddy bears, especially one that's so extensive, but she decides not to mention this to him, and actually is quite impressed by his sensitive side. She turns to him... they kiss and then they rip each other's clothes off and make hot steamy love.

After an intense night of passion with this sensitive guy, they are lying there together in the afterglow, the woman rolls over and asks, smiling, "Well, how was it?"

The guy says: "Help yourself to any prize from the bottom shelf."



Hi Folks,

We are well past overdue to make our trip planning system easier to use. The time it takes to deliver so many trips is quite significant; we have to make the system more efficient if we are going to be able to continue delivering so many trips.

So we need somebody who would be able to build a simple web-based database with security features and various functionality including publishing to the website calendar and to the club newsletter. Our existing systems would probably form a basis for this.

If any of you have the skills to do this and would be interested in helping out, please let me know and we can discuss in some more detail. One approach might be to put together a little project team, to utilise the skills and time of several people and minimise the impact on any one person.

Saw a Hilux stuck in the Hutt River last evening so went down in the Safari to have a look. Saw a Police car by the river so spoke to the cop to see if I could help. He said two were now stuck, the second one being a failed rescue of course. After seeing that I was equipped etc he sent me in. The second vehicle had absolutely no hooks or tow points so after watching the owner stuff about for a while, I got in the water and put a chain around what felt like some solid bits and got him out with ease.

The Hilux was a young bloke going to the Silverstream tip in Dad's Ute, via the Hutt River of course, as young blokes do. It was a bit more stuck so the old Chevy took an even bigger breath and with both lockers on, 4 wheels spinning untold, stones and water flying everywhere, well there was quite a crowd by now so it had to look right, dragged the Hilux to the waters edge.

The young bloke was happy of course, I asked him if his Dad would be p.ed off and he agreed he would. I think the inside was a tad wet. Gave him a little speech about doing those things alone as you do, and that while it was fun I had gone from 4wd to 3wd and probably broken a (another) cv. However that's part of the fun - isn't it. Carl, our on call mechanic came up after dinner and pulled it apart, no not a cv this time but twisted the axle clean off where it goes into the cv. Wow, never broken that bit before but a couple of spares lying around the garage quickly had it back together.

Roger S.

OK, so it's all over bar the shouting !

Our case (Johnsons Road) concluded today, with Ken McAdam and I on the stand, together with Murray Dean, Bernie McCosker and Stu Barton as representing different user groups.

Now there's no point counting chickens, but the Council have made quite a few mistakes, and the Judge did seem to give them a hard time.

On the whole, I believe we have done well, and should have done enough to win our case. But as with all things, nothing is certain in Court proceedings. However, fingers crossed.

The Judgement is reserved, so I guess all we can do is wait - I will advise as soon as I know the outcome

Cheers to all

Andy

From: Gordon Fenwick
Sent: Friday, 27 December 2002 23:12
To: nz4wd@yahooogroups.com
Subject: [nz4wd] Wellywood Trip Report

Check-in-time 0930 NZDST 27/12/02 @ Battle Hill. Steve wandered down the line of vehicles doing registration & the fleecing of \$15.00 access fees. This was essentially a Family Shiny trip (you know - road slicks) but some peeps were dropping their Simex's etc to serious low pressures. Anyway, off we went after briefing. I decided to stay in 4wd hi - until I came to the first serious downhill - no need to sweat as there would be a queue caused by peeps in front stopping & holding back to allow vehicle clearance for descent.

Considering the rain on Xmas day, the tracks were remarkably dry. The first excitement came on an uphill when some wally had to climb out & engage his front manuals. The next excitement was when a Lada got a flat tyre. Many of us couldn't work this out as we thought Ladas floated everywhere, & weren't heavy enough to need air in their tyres! Then a half hour lunch break at the Orange Hut. Then off to the Pram Track. Had to stop for a while as something had fallen off a Cruiser - some sneaky b...stard must have loosened it while the driver wasn't watching.

Rumour had it that someone had done a bit of track maintenance "on the ruts on the Pram Track" (folks these ruts used to really upset Trail Bikes - they invariably got sideways with wheels in parallel ruts - hilarious to watch). No blooming ruts at all - but an absolutely new menace. Blooming inverse speed humps. Water drains, invariably at almost rt angles to the track, & hewn out by the Xmas rains - 2 ft wide & about 4 ft deep - & you couldn't see them until they were about just in front of you bonnet. No sweat to ride out at about very slow 5 kmph - but any faster, goodbye thermos flask & hat & suspension.

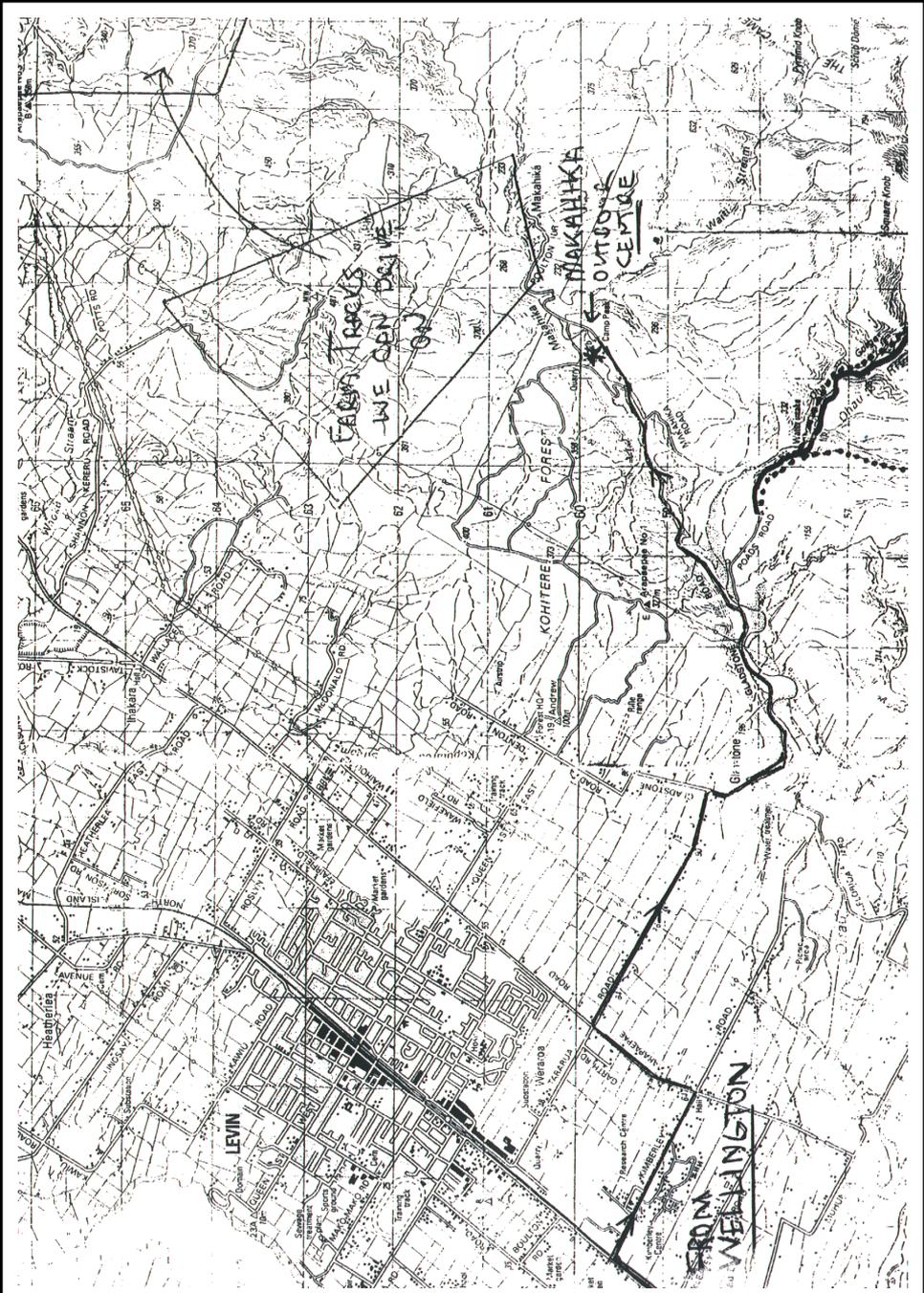
That's about it - trip finished at 1730 NZDST - & what a cracker day - heaps of sun, no wind & no rain - but some good river crossings.

Fun fun Gordy



Pix courtesy of
Gail Osman - taken on a Woodville fundraiser trip

Insert Levin Trip Information Sheet 1 here



Cross Country Chronicle

Insert Trip Information Sheet 2 here

Insert Trip Information Sheet 3 here

Insert Trip Information Sheet 4 here

Insert Trip Information Sheet 5 here

Insert Trip Information Sheet 6 here

Insert Trip Information Sheet 7 here

Insert Trip Information Sheet 8 here

Insert Trip Information Sheet 9 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 1/3/2003 To 31/7/2003

TripID	TripSat	Days	TripName	TripCategory	TripPlace	TripOrganiser	TripLeader	Status	TripNotes
826	Sat 01/03/03	1	Karapoti Classic Set-Up	Special	Akatarawa Forest	Grant Purdie	Leon Zwetsloot	H	
803	Sun 02/03/03	1	Trip Leaders' Training	Special	-tba-	Multiple People	Andy Cockroft	H	
827	Sun 02/03/03	1	Karapoti Classic Support	Special	Akatarawa Forest	Grant Purdie	Leon Zwetsloot	H	
815	Wed 05/03/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	H	
775	Sat 08/03/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C	
768	Sun 09/03/03	1	Pauatahanui Farm & Food Festival	Special	Pauatahanui	Paul Adams	Neil Blackie	C	
769	Wed 12/03/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm
772	Fri 14/03/03	3	Levin Foothill Farms	Shiny 4X4	Levin	John Vruink	John Vruink	C	
814	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.
853	Mon 17/03/03	1	ARAC Committee	Meetings				C	
773	Sun 23/03/03	1	Odlin's Side tracks	Club 4X4	Odlin's Road	Jim Johnson	Jim Johnson	C	
854	Mon 24/03/03	1	ARAC/WRC Liaison Meeting	Meetings				C	
770	Wed 26/03/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm
857	Sat 29/03/03	1	Forceful Opening	Hard Yakka	Reservoir Ridge	Grant Purdie	Leon Zwetsloot	C	
813	Sun 30/03/03	1	Club Champs Round 4	Club Champs	Training Area	Neil Blackie	Neil Blackie	C	

TripStart	Days	TripName	TripCategory	TripRace	TripOrganiser	TripLeader	Status	TripNites	TripID
Sun 30/03/03	1	Special Olympics Fundraiser	Guest Group	South-west coastal area	John Walls	Ron Wadhams	C		852
Sun 30/03/03	1	Tutunuri School Fundraiser	Not CCVC	South Wairarapa	Barry Insull	Barry Insull	C		855
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
Sun 06/04/03	1	See What's Left	Hard Yakka	Dick's Yard	Grant Purdie	Grant Purdie	C		774
Sun 06/04/03	1	Special Olympics Fundraiser : Rain-Off Date	Guest Group	South-west coastal area	John Walls	Ron Wadhams	P		856
Sun 06/04/03	1	Club Champs Round 4 : Rain-Off Date	Club Champs	Training Area	Neil Blackie	Neil Blackie	P		863
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	-tba-	Family Shiny	-tba-	-tba-	-tba-	T		806
Sun 13/04/03	1	-tba-	Shiny 4X4	-tba-	-tba-	-tba-	T		807
Mon 14/04/03	1	Trip Leaders' Forum	Special	Petone Working Mens Club	Antony Royal	Grant Purdie	C	7:30 pm	858
Fri 18/04/03	4	Easter at Foxton Beach	All	Foxton Beach			C		808
Sat 26/04/03	1	-tba-	Club 4X4	Whitemans Valley	-tba-	-tba-	T	Details to be confirmed. Fri 24 April is Anzac Day.	809
Sat 26/04/03	1	-tba-	Hard Yakka	-tba-	-tba-	-tba-	T	Fri 24 April is Anzac Day	810
Wed 30/04/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	811
Wed 07/05/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		817
Sat 10/05/03	1	Trophy & Cup Presentation Night	Special	Petone Working Mens Club	John Vruink		C	Details to be advised.	824

TripID	TripSat	Days	TripName	TripCategory	TripPlace	TripOrganiser	TripLeader	Status	TripNotes	TripID
845	Sun 11/05/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		845
830	Wed 14/05/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	830
837	Wed 28/05/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	* 8:00pm	837
818	Wed 04/06/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		818
846	Sun 08/06/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		846
831	Wed 11/06/03	1	Club Night and AGM	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	831
838	Wed 25/06/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-ba-	-ba-	C	8:00pm	838
819	Wed 02/07/03	1	Theory Session	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		819
847	Sun 06/07/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		847
832	Wed 09/07/03	1	Club Night	Meetings	Petone Working Mens Club	-ba-	-ba-	C	7:30pm	832
859	Mon 14/07/03	1	ARAC Committee	Meetings				P		859
861	Mon 28/07/03	1	ARAC/WRC Liaison Meeting	Meetings				P		861
839	Wed 30/07/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-ba-	-ba-	C	8:00pm	839



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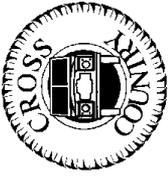
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