



VEHICLE CLUB  
Wellington (inc)



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# October 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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Wellington (inc)

**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](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**

### **DISCLAIMER**

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



# Editorial Ramblings

Hi there

Been a busy month this month, and judging by the 12 trip information sheets at the back of this issue of the Chronicle there's going to be another busy month coming. I did the NZ4WD magazine readers trip around Rotorua that was good and went with Phil and Mike up to Waiouru which was another excellent trip - I hope that we manage to get this onto the club calendar on a yearly basis.

The committee is looking at some new club ideas on publicity, sponsorship and advertising so we will loose some advertisers but watch for some new ones in upcoming months.

See you out there.

Alan...

***PS: Just because I put the comments across the bottom of the pages doesn't mean I agree their sentiments!***

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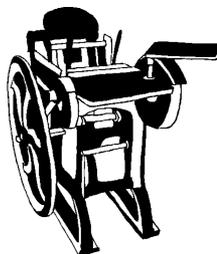
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**Cover photo:** This month's cover picture was taken at the recent working party trip to the Orange Hut, courtesy of ANZ Bank and Andy Cockroft.

## President's Piece - October 2003

This month brings the sad news that a prospective new member of the club had met with a tragic accident. Chris Comber, well known to some of our members, passed away on 23 September. We will pay our respects to the memory of Chris with a few moments silence at the start of our October club meeting.

During the month we had a successful experiment with inviting the Wairarapa 4wd Club to join our club champs. Several of their members came along and by all accounts it was a great day. Of course we'd pre-ruled that only our club members could take places in our champs series, however the aim was to have some 4wd fun together and that is exactly what happened. Wairarapa have offered to host us on a trip in their territory before too long.

There will be more opportunities for this sort of joint activity in the future, for example the Windy City Shake-Down organised as a Central Zone event on the 5th of October.

I hope members have noticed that we've been making club nights more about 4wd and less about the administrative stuff of running the club. This has taken some effort and is not without its risks. This club has for many years (maybe always?) had a practice of involving members in the significant decisions that face us. In recent years though an increasing number of members have been complaining about this and saying that the committee should handle more of this stuff without bringing it to the club. Please be advised that there is no intention to change the involvement of the members in significant decisions. The committee confirmed this to itself a few months ago and agreed that we need to make sure we ask ourselves every time we're faced with a decision: Should we take this one to the club? Our aim is to keep doing this, however please bear with us if we slip up sometimes - we're only human after all and all volunteers working hard for the benefit of the club.

More reminders:

If you haven't paid your subs yet then you're overdue and risk your membership. It will cost you the joining fee and committee approval to get it back. The October club night is the final deadline!

And vehicle inspections was another deadline - the 2003-2004 sticker is needed for members to come on trips (we'll discuss this one further at club night).

And finally, the trip calendar is getting busier and busier. This is what we're all about and once again I'd like to thank Marcel for his efforts as Trip Coordinator and all of you who are contributing trip ideas and helping out. It's also great to see the Trip Leaders getting more active and I'm sure every member is grateful for the efforts you Trip Leaders put into this for us all.

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

Grant Purdie, Club President, 30 September 2003



## Equipment Required

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

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

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



## Trip / Convoy Rules

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



## Trip Categories

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Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply. The updated trip category definitions are included towards the end of the Chronicle.



## Safety Inspectors

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Ph. 04 383 6554

Carl Furniss  
Fully Equipped  
453 Hutt Road  
Lower Hutt  
Ph. 04 569 1343

## Upcoming Events

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

**Oct 19:** Open day at Land Rover Experience, Rotorua. *Join our experienced guides for a day at our 700 acre 4x4 facility. \$165 incl vehicle & 2 people. Contact 07 348 3007 or info@lre.co.nz.*

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

**Oct 31 - Nov 4:** Denny's Restaurants NZ 4x4 Challenge. *Auckland 4WD Club. Auckland-Tauranga area. Information on auckland4x4.org.nz and click on the Denny's Challenge link.*

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

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

**Nov 16:** Open day at Land Rover Experience, Rotorua. *Join our experienced guides for a day at our 700 acre 4x4 facility. \$165 incl vehicle & 2 people. Contact 07 348 3007 or info@lre.co.nz.*

**Nov 16:** Rotorua One-Day 4WD Safari. *Family off-road adventure thru farm, forest and bush with stunning views of the Rotorua lakes. Contact Trish 07 347 0912, 9am-1pm Mon-Fri or email safari@hayes.co.nz*

**Nov 16:** BOP 4WD Club Fun Day. *Lots of fun and prizes. For more information and entry forms write to BOP 4WD Club, PO Box 2300, Tauranga*

**Feb 4-7, 2004:** Urewera Safari. *4 day family adventure for all types of vehicles with Mahia Hunt & East Coast 4WD Club. Contact J Redshaw, PO Box 11, Wairoa.*

*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*



# Welfare Report

## WELFARE OFFICERS REPORT SEPTEMBER 2003

The only time I can manage getting this report in early, is because yours truly and co, will be away on holiday when this is due in. Yep we are off to Sydney, then along to Hawaii, for some Sun, Sea, Surf and SHOPPING (we are celebrating our 10th Wedding Anniversary early), just as well as we both forgot last year.

### NEWS

Chris Comber a prospective club member unfortunately had a bad accident recently, and passed away a few days later. Our very sincere condolences to his family. You are in our thoughts.

Kind Regards  
Barbara Blackie (Z RED 1)  
K215

### PS THOUGHT FOR THE MONTH

A step in the wrong direction is better than staying on the spot all your life. Once you're moving forward you can correct your course as you go. Your automatic guidance system cannot guide you when you're standing still.

Taken from  
You Have a Purpose  
Begin it Now  
by - Susan Hayward

PPS Ask Neil next time you see him what he was doing holding up traffic with 2 Port-A-Loos one Sunday night recently, that even the cops stopped for him!!



*Behind every successful woman is herself.*

## NZ4WD Magazine Rotorua Readers Trip - September 2003.

Some of you will be aware that the publishers of the NZ4WD magazine run a series of trips for their readers in various places around the country - those that didn't now do. I assisted the organisers on the Rotorua trip run over a weekend in September. The trip participants were split into four groups with two groups going to the Mamaku area and two going to the Whirinaki area on Saturday and swapping areas on Sunday. The two groups in each area swapped tracks at lunchtime.



After a quick drive up to Rotorua after work on Friday night and a bit of a sleep, it was off to the meeting point outside Mamaku School early Saturday morning. After a welcome and trip briefing we entered the forest and travelled over an interesting selection of tracks that consisted of mud, mud & more mud.



There was quite a bit of towing, stopping and even a bit of winching, but in some instances the best way of assisting vehicles up a slippery hillclimb was the "armstrong" method as shown in the photo. Lunch was provided on the trip and consisted of a very welcome BBQ followed by home-made baking and hot drinks.



Saturday night consisted of a group dinner at one of Rotorua's larger hotels followed by a review of the days activities courtesy of one of the participants video cameras.

On Sunday we went out to the Whirinaki area and drove on mainly forest tracks that were very scenic and nowhere as muddy as Mamaku but there were some areas where wheel articulation was severely tested and a little bit of a heavy right foot was required. Lunch was once again provided, this time a hangi-style meal cooked by a local motorcycle club which was excellent.

Then at about 6pm it was onto the road again for the drive back to Wellington. Overall a great weekend that I enjoyed thoroughly.

Alan...

## Manufacturers Challenge Round One

24 trucks turned up at Judds Farm on Saturday 16<sup>th</sup> August for Round One of the Manufacturers Challenge. They were full of all types of recovery gear and enthusiastic drivers and navigators. The day proved to be an excellent day weather wise, plenty of sun up top, and plenty of mud and water under foot. With the recent week of rain made for some interesting hazards which changed in appearance and driveability throughout the day.

There were 6 hazards set up the week before with help from John Hughes, Andrew Gee and myself. There was one hazard that was more difficult than the rest which unfortunately for Team Nissan, Rogers team, they ended up doing first. Hazards were chosen by lucky dip so there could be no opportunity for any unfair advantage to be had, just before anybody suggests it being rigged. I believe this hazard claimed two of their winches which made for a change in requirements that only two vehicles were needed to be put through for all teams.

A DNF time was also set for all hazards at 45 minutes so as not to hold up other teams coming through. This meant that some teams that have a DNF time may of got one or more vehicles through before calling it time. Hopefully everybody had a good time on the day, I know most learnt something from the experience. One thing that I noticed is that vehicles with only one tow hook on the front may need to think about placing another hook on the opposite

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*Oh my God, I think I'm becoming the man I wanted to marry!*

side. This is very handy in different recovery positions and may prove to be safer in some situations. The carnage for the day was very minor considering the potential for worse. I think it might of been 2 winches, 1 front driveshaft pinion, 1 puncture, 1 CV and rear diff pinion. The latter were both on Dave Hilleard's Cruiser which made for a slightly later start for the team considering the pinion was done on the drive to the event! I think the F1 Ferrari team would be pleased to have Dave and Kevin in their Pit Crew as a 45 minute swap of diff heads was done to get them back on the road.

A big thank you to the lady who cooked the BBQ, sorry I don't know your name, but hopefully you'll be around for the next round. Also a big thank you to Malcolm Judd for letting the Club use his land for the event. Remember, without the assistance of landowners like Malcolm, four wheel driving is a very difficult sport to participate in. Scores are listed below and are in no particular order. Remember that this type of event is designed to get everybody working together and rather than as individuals. It is supposed to be bringing types of hazards that you would come across during a trip in the bush into a more controlled environment. I look forward to seeing you all at the next round, wherever that might be?

Andy Mitchell

Hazard Number	Team Suzuki Layne Jones	Team Cruiser Mark Stockler	Team Nissan Roger Seymour	Team Suzuki Gary Rowden	Team Mixed Andrew Farmer	Team Mitsi Neil Blackie
1	4.31	4.03	6.50	DNF	DNF	29.59
2	11.10	4.31	7.41	15.38	15.00	19.08
3	5.30	8.41	4.12	22.20	DNF	DNF
4	26.33	11.03	10.49	DNS	DNF	44.50
5	10.32	5.27	5.04	38.23	DNF	28.50
6	8.13	4.18	39.06	9.22	DNS	DNF

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***Ginger Rogers did everything Fred Astaire did, but she did it backwards and in high heels.***

A few of our members have been tripping around Australia lately, so I found this on the internet (somewhere?):

## **Birdsville to Oodnadatta via the Simpson Desert.**

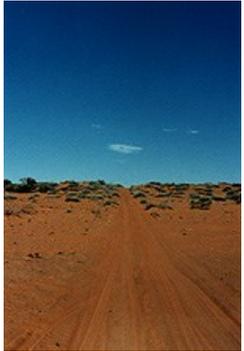
Leaving Innamincka very early morning we headed cross-country to the Birdsville track. The track to Birdsville was originally called the Queensland Road, it was in use at least a decade before the railway came to Marree in 1884. Cattle were driven down the track from as far north as Burke town in the Gulf of Carpentaria, to the railhead at Marree, to be transported to the Adelaide



markets. The original track, called the inside track passed through Goyders Lagoon, which provided the last permanent water from the Diamantina River. When motor vehicles on the mail run began to travel the track, an outside track was developed to go around Goyders Lagoon, which became in passable after rain. This is now the main route used. We finally hit Birdsville after a full day of driving and was glad to see the old pub for a well-deserved Beer.

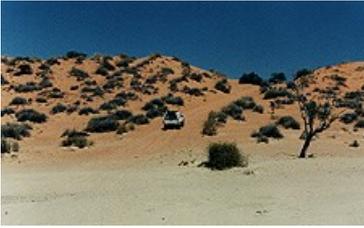
After a good nights sleep we packed up the tent and was ready for the next challenge Big Red. The picture you see does not do it justice, its quite steep.

*If you are visiting any of these reserves you will need a Desert Parks Pass for each vehicle in your group. Your Pass includes a sticker (to be attached to your vehicle), the Handbook (which is full of useful information), a receipt to show that you are the holder of the Pass and a range of maps and information. Visit our link section on this site to find out more in obtaining a pass.* After having a few goes trying climbing big red Big Red, I realized I must be doing something wrong. Then it dawned on me, tyre pressure. I back the HiLux down the hill and adjusted me tyre pressure down from 35 to 15 psi. The vehicle climbed that sand hill with Maximum traction and very little wheel spin.



The Simpson Desert is around two-thirds the size of Victoria with an annual rainfall around 200mm, and it was named after A.A. Simpson, an Adelaide industrialist. It straddles three states and covers 150,000 square kilometres. The first European to cross what was then called the Arunta Desert was an early surveyor and explorer David Lindsay, who travelled with aboriginals in 1884, depending on the wells and soaks they had known for generations. C.T. Madigan sponsored by the Royal Geographic Society





made the first documented crossing. He changed the name of the region to Simpson Desert to honour his supporter.

After one and a half days of exploring the sights across the QAA line track we reached Poeppel Corner.

This is where all three states meet. Queensland, Northern Territory and South Australia. Poeppel corner was named after Augustus Poeppel who started the border survey in 1878 using Waddi and Coolibab timber for mile pegs. The original position was found to be wrong. Larry Wells resurveyed it in 1884. The original peg was removed by Reg Sprigg during the 1960's and replaced by a concrete one.



Dalhousie Springs. A place to camp with some creature comforts, Toilets, Showers, and the best of all, the Hot Mineral Springs. The Temperature varies from 43 to 35 Degree Celsius. The Arabana tribe of the lower Simpson Desert relied on the springs not only as a water supply, but as a place for healing. Dalhousie Homestead now in ruins, Built in the 1870's. When it rains out here in the Desert things can become quite interesting as you can see. This is when you need co-operation from other travellers.

We finally hit the Oodnadatta Track, which not only takes you to Oodnadatta, but also through the painted desert. This is a natural landscape that has eroded over thousands of years. The exposure of coloured clays gives it the unique appearance of an alien landscape. A trip like this takes a lot of time and preparation. You need to carry enough Food, Water and Fuel to go from Birdsville to Mt Dare or Oonadatta which is about a 700km trip.



On average you need 5 litres of water per person per day. Your vehicle must be in A1 mechanical condition. Always travel in a group of 4x4's and have at least one vehicle in your party fitted with a HF Outback RFDS radio. These radios can be hired from commercial radio communication outlets.

Contact the South Australian Dept of natural resources for minimum equipment for your vehicle and other survival necessities you need to carry before you venture into the desert.

***I have yet to hear a man ask for advice on how to combine a marriage and a career.***



## Track Maintenance

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

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

## Waiouru Wander (20-21 September 2003)

A late change of dates (dictated by The Army Training Group), and a clash with another club trip on the Saturday and Club Champs Round 2 on the Sunday, resulted in more people pulling out from the original full booking of 30 trucks. Fortunately for me, that enabled my waitlist to come through. In the end, about 22 trucks started the trip on Saturday 20 September from behind the Waiouru Army Museum.

The formal briefing took place at the Army Football Field car park (our Army "lock" for the next two days). We had previously been given the *Army Health and Safety Booklet for Civilian Visits ... Entering the Army Training Group Training Area*. This booklet contained colour pictures of blinds (unexploded ammunition), which could be found in the Training area, and for which we needed to take special care in avoiding. Senior Sergeant Max Te Kakau gave a most comprehensive safety briefing, handed out another safety leaflet, and issued us the requisite site pass for the Army Camp and Training Area. Max was to be our Liaison Officer for the two days.

First off, we went through the Military Camp. Max made it a point to go pass the hospital / medical centre, where he mentioned several times during the safety briefing. Soon we reached the end of the gravel road, to the start of Tarn Track, which is being used for the LAV3 testing. Max, in his Holden 4x4, left us to continue on the track, while he turned back to meet us again at the far end. (We found out later that Max would generally leave us to do the difficult bits, taking us to and meeting us at gravel road ends).

Generally, the going on this track went well. But it did have some deceptive ruts and deep mud holes. On encountering the first deceptive ruts, my Cherokee bottomed out and was recovered with a quick tow by Colin's Pajero. Later, Pat's Safari found itself stuck against the sidewall of a deep mud hole. This time, he was snatched backwards. There were two or three other re-

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***So many men so few who can afford me.***

coveries on this track.

Max met us at the other end of the track, and proceeded to lead us towards the direction of Moawhango Dam. The track quickly became a gravel road. There were a couple of stoppages though – Phil’s Suzuki developed some unusual noises while in two-wheel drive. The noises disappeared in four-wheel drive, so it was just as well. The road went near the bank of the Moawhango River; the same river that flows through Ohinewairua Station, which some of us went on a previous trip with John V. We were able to get glimpses of the Station property itself, particularly the large escarpment where we had an excellent viewpoint towards Waiouru and Mount Ruapehu.

Max again left us to continue on next track. After a few zigzags, we reached the tank track which was east of, and alongside, the Desert Road. This track had even deeper ruts, scoured out by tanks and Unimogs. By now, most of us learnt to drive straddling the ruts. At times, the uneven surface meant we had to drive at quite an acute angle, similar to sidelings. We drove for some distance northwards along this track, which leads to the junction of the Desert Road and Paradise Valley Road, where we stopped to have lunch.

After lunch, we crossed to the track along the west side of Desert Road, and started to head back south. The track quickly dips into a small stream. The descent was short but very steep. Colin’s Pajero had some problem here and had to be pulled back, and then forwards down the bank to the stream. We travelled along this track and arrived at a steep section going down the escarpment. At the bottom, there was a play area, where some of us took some steep hill climbs.

The track continued southwards, and gradually developed into the deep ruts again. We crossed the Desert Road again back to the eastern side and proceeded to get to some wide but very muddy tracks, and up to a hill, where some of us had more play.

A gravel road took us back to the Camp ... and to the truck wash area (an excellent idea for the club!), where the worst of the mud were hosed off (huge hoses here for the Unimogs!) Then it was back to the Football Field car park (our “lock”) for a quick debrief and truck count (Max was concerned that none of the trucks got accidentally lost inside the Army Training Area). We went back to our motels in Waiouru, Ohakune, Taihape, and Turangi.

Sunday (Day 2) started with the briefing at the “lock” at the Football Field car park. The Kia Sportage could not join us as it needed to have its radiator fixed from Day 1. We were going via gravel road from the Camp “directly” to the Access Road gate (adjoining Desert Road) to meet Max there. Mike led us along the gravel road, but took a small detour back near the small hill towards the muddy tracks, from where we came back the previous day. It was

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*God made us sisters, Prozac made us friends.*

definitely muddier on Sunday, since Mike's Range Rover was soon stuck and had to be towed back. We soon realised that we had taken too soon a turn, and returned to the gravel road and eventually reaching Max, who had been patiently waiting at the Access Road gate.

We crossed the Desert Road to the west, and crossed the Whangaehu River. Max's colleague on a motorbike met us. He led us across the Rangipo Desert (what the Army called "Zone 1") to a bowl shaped play area. Some members of the group had previously been here during Queen's Birthday trip leader training.

After some play and exploration, where a lot of blinds were spotted, Max led us to see the earthworks that were meant to help channel the impending lava flow from the Crater Lake. We proceeded back to below the escarpment where we had the hill-climb play the previous day, and had our lunch break there.

At lunch, people were urging Max to get us to more deep mud holes "to sort out the tough trucks". He obliged and this time led us back south and crossed the Desert Road at a different point to another deep rutted tank track back on the eastern side. This time, it wasn't possible to always straddle the ruts. Many folks encountered quite a lot of bottoming-out ("bellying", "high-pointed") – but nothing a gentle (and not so gentle) pull can't fix. John V's Toyota got stalled in a deep mud hole, and was promptly fixed by squirts of CRCs after being pulled out.

We crossed the Desert Road again back to the western side, and continued with the tank track we did the previous day. But this time round, there were many more bottoming-out and pulling needed. Colin L. in his custom truck was busy getting in and out of the tank track from the Desert Road shoulder, doing the honours to pull the "bellied" vehicles through – no doubt to the bewilderment of passing motorists.

Soon, we all crossed the Desert Road for the last time, back to the wide muddy tracks, then the gravel road, and back to Camp and the truck wash area. Final debriefing and handing back the entry pass to Max saw the end of a most enjoyable two-days at the Waiouru Army Training Area. Thanks to Mike Gall and Phil Lewton for organising and leading the trips ... and to Sergeant Max Te Kakau and his colleague of the NZ Army for looking after us so well.

Postscript: When I pumped back up my tyres on Sunday, I noticed that the front left tyre was not fitting the rim 100%. The bead had broken in a small area. At first, I thought that it might come right by pumping it to 50. But nothing changed, so I aired it back down to 33. Driving on the road definitely had some strong vibrations through to the steering wheel, similar to a heavily

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*Coffee, Chocolate, Men...some things are better rich.*

imbalanced wheel/tyre. Peter (Landcruiser) following me radioed to confirm that my tyre was wobbling. I stopped on the side of the road, and three other members came behind me and stopped to help. The consensus was that it needed the air pressure to be pumped up to about 100 before the tyre would “pop” back into shape. I drove back slowly to Waiouru and stopped at Caltex. The attendant lent me the jack and helped jacked up the truck to let me pump up the tyre without the vehicle weighing on it. True enough, it “popped” at about 80 – 90. Aired back down to 33, I resumed the homeward journey, without any further incident.

Henry Chan (K252)

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Fax: 04 902 9243

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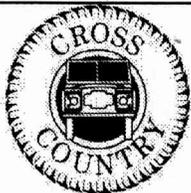


### Comprehending Accountants - Take One

To the optimist, the glass is half full  
To the pessimist, the glass is half empty  
To the accountant, the glass is twice as big as it needs to be

*What's the definition of an accountant?  
Someone who solves a problem you didn't know you had in a way you  
don't understand.  
What's the definition of a good tax accountant?  
Someone who has a tax loophole named after him.*

**Don't treat me any differently than you would the Queen**



**VEHICLE CLUB**  
Wellington

## CLUB CLOTHING - ORDER

Complete Clothing Requirements  
(size, quantity and totals),  
Together with Delivery and Payment details and Post  
or Fax to

**Arrow Products Ltd**

FREEPOST 3265, PO BOX 38 385, WELLINGTON

Tel (04) 589 5888 Fax (04) 569 6307

**Toll Free 050 UNIFORM or 0508 643 676**

CODE	DESCRIPTION	SIZE						QTY Req	Unit Price \$ GST inc	TOTAL \$
		S	M	L	XL	XXL	3XL			
901	Striped collar Polo Shirt - Beige								36.15	
902	Black Collared Polo Shirt - Beige								41.20	
903	Explorer Jacket Black/Brown sleeves								157.50	
904	Vest Moss								60.00	
905	Polar Fleece - Black - Blue - Green								65.25	
907	Cap Black/Brown Peak								19.75	
908	Cap Linen/Black peak								19.75	
908	Beanie Black								15.00	
	Delivery								6.00	6.00
	Cheque/Credit Card charge value									

343	Brown, Lined Oil Skin Vest								85.00	Refer Paul Adams
344	Brown, Lined Oil Skin Forrester Jacket								149.00	Refer Paul Adams

### ORDER AND DELIVERY DETAILS

ORDERED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

DELIVERY ADDRESS: \_\_\_\_\_

PHONE: \_\_\_\_\_ FAX: \_\_\_\_\_

### PAYMENT DETAILS

Please find enclosed:  CHEQUE (Arrow Uniforms Ltd)

Please charge my credit  
card:  BANKCARD  VISA  MASTERCARD

DINERS  AMEX

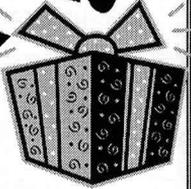
CARD NUMBER:

NAME OF CARDHOLDER: \_\_\_\_\_ EXPIRY DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

*I'm out of estrogen and I have a gun*

# CHILDREN'S CHRISTMAS PARTY



**SUNDAY 30th NOVEMBER 2003**

**\$5 per child**

**ALL CHILDREN RECEIVE A PRESENT!**

**ALL NAMES AND PAYMENTS TO:  
JOHN VRUINK BY NOVEMBER CLUB NIGHT**

**LOCATION:** Camp Wanui (2km from Wanui Village on  
Coast road)

**PROGRAMME FOR THE DAY:**

10.30 – 11.00	Arrive at Camp Wanui
11.00 – 12.30	Games
12.30 – 13.30	Lunch
13.30 – 14.30	Father Christmas
14.30 – 15.30	Games

**BRING TOGS FOR WATERSLIDE,  
CANOES AND FLYING FOX!**

*Zen thought:* Support bacteria, they are the only culture some people have.

# C.C.V.C. XMAS PARTY



- DATE** SATURDAY 29<sup>th</sup> NOVEMBER 2003,
- TIME.** 5.30 PM TILL LATE. MEAL SERVED FROM 7.30 PM
- LOCATION** CAMP WAINI ( 2 KLM FROM WANUI VILLAGE ON COAST RD )
- MEAL** A RANGE OF BARBEQUE ROASTED MEATS  
SERVED WITH A SELECTION OF FRESH SALADS,  
GOURMET POTATOES, MINTED PEAS & BABY CARROTS,  
SELECTION OF BREADS, GRAVY & APPLE SAUCE.  
RANGE OF DESERTS AND CHEESE BOARD TO FINISH  
TEA & COFFEE AVAILABLE.
- DRINKS** BYO
- ACCOMMODATION** AVAILABLE IF YOU WANT TO STAY THE NIGHT. LIMIT BEDS
- COSTS** MEAL \$30.00 PER PERSON (CHILDREN PRICES AVAILABLE)  
ACCOMMODATION \$10.00 PER ADULT (CHILDREN FREE)
- BOOKINGS** **REQUIRED BY NOV CLUB NIGHT** FOR MEAL AND ACCOMMODATION.  
PHONE JOHN VRUINK (04) 5671142 OR 025 439 981
- PAYMENT** **FULL PAYMENT REQUIRED BY NOV CLUB NIGHT**
- FACILITIES** THE PETER BURGESS LODGE COMPLEX  
The Lodge Complex consists of a Dining Hall and four separate Lockwood  
Accommodation blocks about 10 years old each sleeping 18 people in rooms of 4 or  
5 people (you will require sleeping bags and pillow case). Each block has two toilets  
and two showers.  
Two blocks have there own kitchen and lounge.  
The Lodge is set in 240 hectares of native bush with good walking tracks within  
the camp There is also a stream which has been dam to form a small lagoon.  
This is a very nice location for all the family to have an enjoyable weekend.
- 4 X 4 TRIP** A Family Shiny trip has been planed for the day around the  
Orongorong Coast ending at Camp Wainui for those that  
want to come to the Xmas Party .



*Zen thought: How do you tell when you are out of invisible ink ?*

# 《 DIESEL & TURBO 》

are proud to be associated with the

## Wellington Cross Country Vehicle Club

Find us at 63-65 Waione St, Petone  
Tel: 04 568 9218 Email Tom@dtw.co.nz



For comprehensive performance and maintenance  
Products including



Available to club members on presentation of their current membership card at a

Discount of **20%** off trade

### Comprehending Accountants - Take Two

A businessman was interviewing applicants for the position of Divisional Manager. He devised a simple test to select the most suitable person for the job. He asked each applicant the question "What is two and two?"

The first interviewee was an journalist. His answer was "twenty-two".

The second interviewee was an engineer. His pulled out his calculator and showed the answer to be between 3.999999 and 4.000001.

The next person was a lawyer. He stated that in the case of Jenkins vs Commissioner of Stamp Duties, two and two were proven to be four.

The last applicant was an accountant. The businessman asked him "How much is two and two?" The accountant got up from his chair, went over to the door, closed it then came back and sat down. He leaned across the desk and said in a low voice "How much do you want it to be?"

He got the job.

---

*Zen thought: Monday is an awful way to spend 1/7 of your week.*

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



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

### Reminders

1. Vehicle Checks. Don't forget to get your vehicle checks done - see page 4 for a list of current vehicle inspectors.
2. Subscriptions: Unpaid subscriptions are now overdue - please pay by clubnight or at clubnight. Remember that you may have to go through the joining process (including the three trip requirement and the joining fee) if your subscription remains unpaid too long.



## CCVC Tyre Discounts

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

For further details, contact Marcus on 021 439 183.

*Zen thought: A clear conscience is usually the sign of a bad memory.*

## Committee Meeting Highlights.

1. Subscriptions. Still approx 61 members who haven't paid their subscriptions as yet. They will get a reminder call but will, unfortunately, be removed from the membership list if the outstanding subscriptions aren't paid by the October club-night. For more details contact Jeff Simpson.
2. Land Access (for more details contact Andy Cockroft):
  - a. Johnson's Rd. ARAC are still awaiting the court outcome over costs, but are in the meantime investigating an arrangement that will be a win-win situation for council, landowners and road users.
  - b. Ngapotiki Station. No further progress at the moment.
  - c. Orange Hut. The hut was vandalised a week or two back and Andy has arranged for it to be cleaned up and painted with the assistance of sponsorship and a community volunteer day backed by the ANZ Bank.
  - d. Hutt River. A possible ban on vehicle access to the river is being followed up on.
  - e. Sutherlands Track. A safety audit report is due out shortly and will be closely followed by an agreement being signed between ARAC (??) and 3. 3. DOC over access, maintenance, etc.
4. 60k Committee. This sub-committee is just about ready to come back to the club with a recommendation (for more details contact John Walls).
5. Vehicle Inspection Stickers. Everyone should now have one of the new blue stickers and may experience difficulties going on trips without one (for more information contact Wayne Jansen).
6. Christmas Function. A spit roast dinner is being planned - see advert in magazine (for more details contact John Vruink).
7. Club Sponsorship. A sponsorship and advertisement deal is being investigated between the club and existing and potential advertisers (for more details contact Paul Adams).
8. The club is to purchase and install a jockey wheel for the club trailer.
9. The club ramp is to be moved to the training ground near Upper Hutt
10. We are also looking at improvements to the procedure for issueing radio callsigns.

## NEW MEMBERS

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

Jean Gage - Nissan Terrano

David McCulloch - Jeep



*Zen thought: Change is inevitable except from vending machines.*

## Membership Discounts

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

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

Please show your membership card to obtain all discounts.

### **Club Member Trades, Services and Supplies**

Clare Decorators Ltd - House painting (interior / exterior), wallpapering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

## ***FREE FUEL FILTER WITH YOUR NEXT SERVICE***

*All makes and models*

*Hours open:*

*7.45am to 5.15pm Monday - Friday*

*8.00am to 12.00pm Saturday*

*We can start earlier or finish later if required*

*We are DIESEL specialists - give us a call to discuss your requirements.*

### **SEAVIEW MACHINERY REPAIRS LTD**

113 Parkside Road, Seaview  
PO Box 39-140, Wellington Mail Centre  
Tel: (04) 568 4046



**Zen thought:** Get a new car for your spouse. It'll make a great trade!

# SNATCH MASTER

*high elongation nylon recovery straps*

Minimum breaking load 8,000 Kgs  
Offers similar elongation to nylon rope,  
but requires less storage space.

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

**100% New Zealand made**

Bring in your club membership card and  
receive 15% discount off our Snatch  
Strops, Shackles and Chains.

Standard lengths 6.0 metres & 9.0 metres  
with special lengths manufactured to order in  
either our Auckland or Christchurch factories.

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

**AUCKLAND  
FACTORY**

6-10 Greenmount Drive  
East Tamaki  
09 274 4299

**WELLINGTON  
BRANCH**

2 Udy Street  
Petone  
04 568 4384

**COOKES & TWL**

BRANCHES THROUGHOUT NEW ZEALAND

## Trip Report - Shiny 4x4 Akatarawas Sat 20 September 2003

After meeting at the Moonshine/Bullsrn Rd intersection, Ian Dixon led 4 other vehicles to the gate and onto Cook's Rd. We then dropped tyre pressures and after a drivers briefing headed off up a side track - I'd been down this track but not up - on route towards the Orange Hutt. Took a few side tracks and one very overgrown - but driving was pretty good - good traction, the weeks wind having dried quite a bit of ground. Back on the main track Ian stopped to unlock a gate but was unable to do so. Keys! Back we headed the way we'd gone in and out onto Cooks Rd, eventually reaching the Orange Hut for an early lunch, just before midday.

Then to the Ruts. Entered at the southern end and stopped for an inspection of the first ruts. Has been a while since I was in this area - how its changed! A bit of spade work was required, knocking off some high points to enable the three of us on smaller tyres some hope of negotiating this stretch. Ian drove through, with his swampers momentarily emptying the first hole of water. (Ian gave us the option of missing the first and most difficult parts but we all decided to have ago.) Next was Duncan and his Toyota - through the hole but the exit proved a bit too slippery, same for AJ in the Landrover and myself in the Pajero, all with BFG mud tyres. We were stropped out with no fuss. John Dixon also wearing his swampers, drove this easily. The Dixon's

---

*Zen thought: Plan to be spontaneous tomorrow.*

# DEMILLAN

PANEL & PAINT *limited*



111 NAE NAE RD,  
NAE NAE

Phone 567 8243  
LOWER HUTT

both drove this whole track, with AJ, Duncan and myself needing assistance via winch at 2 further points. I think it took about one and half hours to complete this track. The last 150 metres was very slippery and proved difficult. We then headed south onto the Pram track and towards the Woolshed

Ian found a side track and we went to explore. After a couple of k's Ian called over the radio that the track was getting a bit overgrown - the master of the understatement! It was so overgrown you had no chance to see the vehicle ahead or behind. Each truck was totally enveloped in gorse or bush - very scratchy. Got to what appeared to be the top and a small clearing, and stopped for a quick coffee, and chat and decided to head back the way we had come. The weather looked like packing up again and Ian didn't fancy us being stuck down this track if it did. We had a quick look at the Woolshed then up Woolshed Rd and on towards Totara Park. The stream crossings we encountered during the day were reasonably deep and not very clear.

This was an awesome trip. Those who went were very fortunate to have so few on a trip. We covered a lot of ground, and though through the ruts 3 of us needed assistance at times, there was plenty to do to help and things progressed quickly. Thanks again to Ian Dixon for leading this great trip.

Paul Gillan

---

*Zen thought: Always try to be modest, and be proud of it!*

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

Some useful email addresses are:

Webmaster@ccvc.org.nz (general web site queries)

lists@ccvc.org.nz (contact the person who administers the list servs)

Trips@ccvc.org.nz (contact the Trip Coordinator)

newsletter@ccvc.org.nz (to send stuff to the newsletter editor)

Database@ccvc.org.nz (contact the membership database administrator)

Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)

NZ4WDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)

Below is a promotion of a club members new business:

# **Kids Birthday Parties**

**Looking for something different???**  
**Try having your birthday party at**

## **CJ's Funky Ceramics**

**55 Dudley Street, Lower Hutt**  
**Phone 568 5339**

**Great options of colours and products to paint**  
**Designed for all ages**  
**You can do anything from cups to animals,**  
**dragons, fairies, etc**

**Give Jeanette a call on 568 5339**

### **WANTED TO BUY**

One BFG Mud terrain tyre  
32 x 11.5 x 15  
Half worn or better

*Phone Ron Wadham on 563 7907*

### **WANTED TO SELL**

Four 15" turbo alloy mags  
With 30 x 9.5 T24 Hankook tyres  
Balanced with tubes, near new condition  
\$800 ono

*Phone Brett Chapman on 970 1177*

What's an auditor?

*Someone who arrives after the battle and bayonets all the wounded.*

Why did the auditor cross the road?

*Because he looked in the file and that's what they did last year.*

There are three kinds of accountants in the world

*Those that can count, and those that can't.*

What do accountants suffer from that ordinary people don't?

*Depreciation*

### **WANTED TO SELL**

Four 15" 6 stud wheels  
With 32" Swamper tyres  
\$500 ono

*Phone Steve on 235 9849 or 021 131 0647*

An accountant is having a hard time sleeping and goes to see his doctor.

"Doctor, I just can't get to sleep at night"

"Have you tried counting sheep?"

"That's the problem - I make a mistake and then spend three hours trying to find it".



#### **Photo Gallery and Video Clips**

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



## 14 Quick facts About Brakes

The power generated by the braking system of even a modest family car can exceed 500bhp (375kW), outstripping the engine output of virtually everything on the road.

The legendary Dunlop-developed disc brakes that helped Jaguar to win the Le Mans 24 Hour race in 1953 were referred to in the press of the time as "plate brakes". The term "discs" came later.

The first production car with hydraulic brakes (ie using pipes and fluid rather than cables to activate the brakes) was the 1920 Duesenberg, an American luxury car with a "straight eight" engine. Chrysler brought the now universal feature to mass-produced cars in 1924.

Formula One racing is where the most advanced brakes are found. During 1997, German driver Heinz-Harald Frentzen recorded a force of 5.99G under braking. This is around six times the braking performance of a conventional road car and meant that Heinz-Harald's 65kg body momentarily weighed nearly 390kg. To achieve this deceleration he had to push the brake pedal of his Williams-Renault with a pressure of 150kg.

Disc brake pads for a Formula One car cost \$250 each and during the course of racing and testing a team will use around 1000 of them each season. That makes for an annual bill of \$250,000 for pads alone. Then there are rotors, calipers, fluids and other components before you even start considering the things that make a car go rather than stop.

The first Holden to have disc brakes on all four wheels was the 5 litre V6 Torana A9X of 1977. This was quietly released to enable GMH to homologate parts required for racing. Only 500 A9X Toranas were built, including hatchback and sedan versions.



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

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

Contact Wayne (025 467 935) to arrange collection.

Holden's HD model of February 1965 was the first Holden to offer the option of front-wheel disc brakes. Originally they were dealer fitted (from Girling) and cost \$30. In May 1966 disc brakes became available as a factory-fitted option at a cost of \$20, including a vacuum servo booster.

The Spirit of America land speed record car, which is trying to beat the supersonic record recently set by Britain's Thrust SSC, does not have conventional brakes. The bullet shaped, jet powered record breaker, designed to drive on a dry salt lake, uses parachutes and an unusual sled device which is lowered against the ground to create friction.

The 1967 Porsche 911S was the first production car to feature ventilated disc brake rotors. Now common, these rotors have cooling channels running between the two friction surfaces to give better cooling and therefore better resistance to brake fade during heavy applications.

The Falcon and the Commodore models of the 1980s and early 1990s, which represent such a large percentage of the Australian "car park", all have a hub type rotor design. This means that the rotors are not just providing braking, but also supporting the car.

Modern braking components need exceptional wear resistance, heat resistance and exceptional stopping capabilities because - under extreme conditions - their operating temperatures can average nearly 350 degrees Celsius.

Harmful agents such as asbestos, lead and cadmium have been removed from modern brake pads. Today's friction materials are complicated mixtures of fibres, fillers, lubricants and a binder resin. Designed for cast iron rotors, these are generally too aggressive for lightweight alloys. Less aggressive linings have been developed for this purpose, but practical aluminium or composite discs for everyday road cars remain in the experimental stage.

To improve noise suppression, smoothness and stopping performance, the mass of disc brake rotors has increased over recent years. The rotor for a typical Aussie "six" now weighs 12kg as a raw casting and about 10.5kg after machining.

### **WANTED TO SELL**

HiLux front & rear diffs  
Incl drive shafts, leaf springs, steering box  
Plus 16" HiLux rims with 700x16 SAT's  
\$800 complete

*Phone Brett Chapman on 970 1177*

A bear walks into a bar in Billings, Montana and sits down. He bangs on the bar with his paw and demands a beer. The bartender approaches and says, "We don't serve beer to bears in bars in Billings." The bear, becoming angry, demands again that he be served a beer.

The bartender tells him again, more forcefully, "We don't serve beer to belligerent bears in bars in Billings." The bear, very angry now, says, "If you don't serve me a beer, I'm going to eat that lady sitting at the end of the bar."

The bartender says, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings."

The bear goes to the end of the bar, and, as promised, eats the woman. He comes back to his seat and again demands a beer.

The bartender states, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings who are on drugs."

The bear says, "I'm NOT on drugs."

The bartender says, "You are now. That was a barbitchyouate."

Land & Range Rover - Landcruiser - Hi Lux - Suzuki - Jeep

**M. GALL 4 WD**  
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*Club Safety Checks*  
*Full Mechanical Repairs*  
*Specialists in 4-Wheel Drive Repairs*

**WANTED TO SELL**

Four 700x15 SAT tyres  
Never been on a vehicle  
Suitable for a Escudo, Vitara, etc  
\$100 each

*Phone Phil Lewton on 567 9354 or 024 463 233*

Insert Trip Information Sheet 12 here

Insert Trip Information Sheet 11 here

Insert Trip Information Sheet 10 here

Insert Trip Information Sheet 9 here

Insert Trip Information Sheet 8 here

Insert Trip Information Sheet 7 here

Insert Trip Information Sheet 6 here

Insert Trip Information Sheet 5 here

Insert Trip Information Sheet 4 here

Insert Trip Information Sheet 3 here

Insert Trip Information Sheet 2 here

Insert Trip Information Sheet 1 here



# Trip Categories (01/06/2002)

## **Family Shiny:**

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

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

*Members:* Anybody is welcome, especially prospective new members.

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

## **Shiny 4x4:**

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

*Drivers:* Must have some experience, preferably from the driver training provided by the club. Particularly important are experience in stopping, failed hill climbs, steep descents and 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: 1/10/03 To: 30/11/03

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 01/10/03	1	Theory 2	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C	Must have completed Theory 1	822
Sat 04/10/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C	Must have completed Theory 1, 2, and Practice Module 1	850
Sun 05/10/03	1	Spring Rallywoods	Club 4X4	Rallywoods	Steve O'Callaghan	Steve O'Callaghan	C	This moved forward from the 12th due to access.	922
Sun 05/10/03	1	Waterloo School Fundraiser	Family Shiny	Terawhiti Station	Roger Seymour	Ron Wadhams	C		889
Wed 08/10/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	835
Sun 12/10/03	1	Cattle Ridge, Orongorongo Coast	Family Shiny	Orongorongo Valley	Ron Wadhams	Ron Wadhams	C		936
Sun 12/10/03	1	Tamaki River	Family Shiny	Tamaki River	Andy Cockroft	Andy Cockroft	C	Fair weather trip only - Note: Family / Shiny 4x4 combined see trip sheet	937
Wed 15/10/03	2	First Aid Training Course	Training	47 Collingwood St Waterloo, St John Centre	Wayne Jensen	Wayne Jensen	C	6:00 pm - 10 pm	929
Sat 18/10/03	1	South Coast Clean Up	Family Shiny	Red Rocks	Barry Insull	Barry Insull	C	includes BBQ lunch	938
Sun 19/10/03	1	Club Champs Round 3	Club Champs	Judd Farm	Neil Blackie	Neil Blackie	C	NO DOGS	913
Wed 22/10/03	2	First Aid Course	Training	47 Collingwood St Waterloo, St John Centre	Wayne Jensen	Wayne Jensen	C	6:00 pm - 10:00 pm	930
Fri 24/10/03	1	Foxton Beach Coast Care Committee	Meetings	Foxton	Grant Purdie	Grant Purdie	C		966
Sat 25/10/03	1	Up the Beach	All	Foxton / Turakina	Roger Seymour	Roger Seymour	C	part of the Labour weekend Foxton trips	961
Sat 25/10/03	3	Labour Weekend at Foxton	All	Foxton Beach	Grant Purdie	Grant Purdie	C	General information	890
Sun 26/10/03	1	Driftwood Safari	All	Foxton Beach - Bowl	Neil Blackie	Neil Blackie	C	a morning event at Foxton	962
Sun 26/10/03	1	McKenzie Trail	Family Shiny	Foxton area	Grant Purdie	Grant Purdie	C	afternoon trip on Sunday	963

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Mon 27/10/03	1	North Range rd and home	Family Shiny	From Foxton - NRR	Neil Blackie	Neil Blackie	C	Labour day Monday short trip on the way home	964
Thu 30/10/03	1	Committee Meeting	Meetings	Porirua Club	Neil Blackie	Grant Purdie	C	7:30pm - THURSDAY!	842
Mon 03/11/03	1	ARAC Committee	Meetings	Murray's House			P	7:30	860
Wed 05/11/03	1	Theory 1	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		823
Sat 08/11/03	2	NZ4WD Magazine Readers Trips	Special	Akatarawa Forest	Grant Purdie	Grant Purdie	C	CCVC to host these trips.	812
Sat 08/11/03	1	Guy Fawkes Trip	Family Shiny	Terawhiti Station	John Vnirik	Ron Wadhams	C	Visitors from NZ4WD Mag Readers Trip will be invited to attend too. ... this will be an evening trip with BBQ	891
Sun 09/11/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C	Must have completed Theory 1	851
Wed 12/11/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	836
Sat 15/11/03	1	-ba-	Club 4X4	-ba-	-ba-	-ba-	T		950
Sat 15/11/03	1	Tutururi	Family Shiny	South Wairarapa	Barry Insull	Barry Insull	T	To be organised. Date to be set.	875
Sat 15/11/03	1	CanTeen	Shiny 4X4	Rally Woods	Jiles Sullivan	Jim Johnson	C	Seats required to give rides to CanTeen kids and families	967
Sat 15/11/03	1	Corporate Fundraiser	Guest Group	Terawhiti Station	Roger Seymour	-ba-	C		882
Sat 15/11/03	1	-ba-	Hard Yakka	-ba-	-ba-	-ba-	T		961
Mon 17/11/03	1	ARAC/WRC Liaison Meeting	Meetings	-ba-	-ba-	-ba-	P		862
Sat 22/11/03	1	Phil Foothead Wairarapa invite	Shiny 4X4	Chungua - Castle Point	-ba-	-ba-	T	Invite from Wairarapa club	939
Wed 26/11/03	1	Committee Meeting	Meetings	Porirua Club	Neil Blackie	Grant Purdie	C	7:30 pm	843
Sat 29/11/03	1	4x4 to Christmas function	Family Shiny	-ba-	John Vnirik	-ba-	T		942
Sat 29/11/03	1	Christmas function	Special	-ba-	John Vnirik	John Vnirik	C		943
Sun 30/11/03	1	Kids Christmas	Special	-ba-	John Vnirik	John Vnirik	C		944

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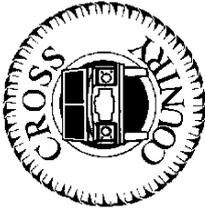
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