



VEHICLE CLUB
Wellington (inc)

Cross Country Chronicle



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September 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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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

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

Another month another Chronicle, and here it is. Not quite as thick as last month, but I'm sure that Kerry (our printer) won't mind that too much as he has to fold them (twice!) in order to make the postage only 40c.

Anyway, I'm off to Rotorua for the NZ4WD Magazine Readers Trip this coming weekend which should be good - somewhere different with lots to look at I'll bet. Hope it doesn't rain too much, but probably not too much hope of that. Also booked on Phil's Waiouru Wander trip which should be great as well. First time in ages that the club has managed to get access to the army land around Waiouru.

See you out there.

Alan...

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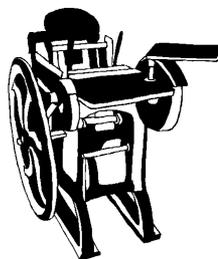
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Cover photo: This month's cover picture shows what happens when it all just gets too much!

President's Piece - September 2003

The big news this month is that as we go to press we've just received a letter from the New Zealand Four Wheel Drive Association advising us that we've been accepted as members.

This marks the start-point for us to engage with our wider 4wd community and work on common areas of interest with our fellow off-road enthusiasts. We look forward to joining in with all sorts of regional and national initiatives and issues over the coming years.

Our internal initiatives of continual improvement have a good head of steam now, with most of the projects moving forward and starting to report more progress to the committee than we've had for a while. No doubt our recent decision to apply to join the NZFWD Association meant the end of a long and difficult period when a lot of our focus was on that debate.

We still have a serious focus on safety - it's amazing how many subjects have come up that have needed to be referred to the safety sub-committee to resolve. Mostly these are not from safety incidents, more through our members and committee being more aware of the importance of a proactive approach to safety and letting us know about apparent issues or anomalies.

Another area of focus this year is the running of trips and the importance of our trip leaders. This is one of the many things that the committee has decided to do in response to suggestions from the members' survey. You will have noticed that our club captain has started a new topic at club nights to bring up discussion on 4wd tips and ideas. In addition to this, as the new convenor of the Trip Leaders' Forum he is helping to foster the sharing of experience within the community of trip leaders and to encourage ongoing development of our trip leaders.

And finally, at this time of the year we all need the two big reminders:

- We all need to pay our annual subs, which were due by the end of August. If you slipped up, there is only a short period of grace before you lose your membership and have to pay to re-join, so please get that sub to Jeff Simpson our Treasurer, as quick as you can. And don't forget to give him the invoice with your payment - not only does this tell him who's paid, it is also our annual chance to update our records with your latest contact and vehicle details. If you have an email address or if you've changed it, let us know on the invoice so we can make sure you get club emails;
- We all need to have our annual vehicle inspections. Do remember that the trip leader expects to see a current inspection sticker on your vehicle, as a safety requirement for the trip. The trip leader is expected to turn you away if you don't have a current sticker! The previous stickers all expired on 31 August, so make sure you get your new one.

Grant Purdie, Club President, 2 September 2003



Equipment Required

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

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

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



Trip / Convoy Rules

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



Trip Categories

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



Safety Inspectors

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Paraparaumu
Ph. 04 902 9244

Antony Hargreaves
Epuni Motors 1987 Ltd
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Lower Hutt
Ph. 04 569 3485

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

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

Steve Lacey
Wainuiomata Motors
Moores Valley Rd
Wainuiomata
Ph. 04 564 8823

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

Grant Guy
G Guy Motors
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Wellington
Ph. 04 472 2020

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

Carl Furniss
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Ph. 04 569 1343

Upcoming Events

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

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

Oct 23-26: National 4x4 Show (Australia). *Southbank, Melbourne. In conjunction with the Mercury Fishing and Outdoors Expo. \$14 adults, family \$23. Website 4x4show.com.au*

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

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

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

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

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*

Details in the column appear courtesy of Sam Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.



Welfare Report

Nothing much can be happening, or no one is saying anything as Barbara didn't have anything to put in her report this month. So please forward any news, gossip and scandal (yes we need some good goss!!) to Barbara in time for next month's Chronicle.



Zen thought: A day without sunshine is night.

CAPTAIN'S MYSTERY TOUR

Eight trucks turned up for Roger's 'Hard Yakka' mystery tour. Six V8's and two Suzukis which sounded like a pretty good balance to me. The plan was to do a series of tracks to be disclosed, dinner at the Orange hut, then home in time for the rugby. Maybe it was an omen when we saw the ambulance heading down Moonshine Road to pick up a fallen bike rider with a broken hip after slipping on the ice.

We headed down Bull's Run Road and then through the main tracks to the start of the 'Winch Every Inch' by the Mangotuku gate. It was here that Ryan discovered that



only three of the six rear hub bolts were hanging in, with the others having sheared off. Sensibly, but very disappointed, he and Layne chose not to attempt any hazards and just follow along nearby on the main track with their vehicle and walk into the action.

'Winch Every Inch' gave the winches a chance to warm up and the trucks to muddy up before moving on to the main event which was Roger's new track, or mystery tour.

The time was about 3 o'clock when we began the track. It was not long before stopping and winching became common place. Rick's awesome 'log slider' winch earned it's keep and at one stage I saw it pulling two vehicles at once. Roger's beast could be heard roaring it's guts out in the distance as well as the sound of his motor boiling.

We began negotiating some slippy climbs and then Gerald broke his front driveshaft. Layne helped remove the offending member leaving the Suzuki with rear drive only. Guy took the Suzuki in tow and everyone moved on to the major rutted, tree rooted, narrow steep track. It was now dark and torches were out. Six winches started the trip, we were now down to two, Andrew's and Rick's, both P.T.O's.

We now had Andy's cruiser with a failed winch, Roger's Nissan with a failed winch, Ryan with a broken rear hub, Gerald with a broken front driveshaft, Andrew with broken tail lights, Marcus with a failed winch and bad clutch. I found out the following day that he also incurred a broken C.V joint. The only people still running 100% were Guy and Rick.

Eventually we came to the 'Final



Zen thought: *On the other hand, you have different fingers.*



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Ascent' which was a bastard of a climb especially in the dark with torches running flat. The order was Rick, Marcus, Roger, Andrew, Andy, Guy and then Gerald in tow at the rear.

Well, this 70 meters took forever with much digging, stropping, and winching taking place. Just about all the trucks were now pulled up leaving only Guy and Gerald to make a gesture attempt at this climb all the others had failed.

Gerald dropped his tyres down to 3psi and clicked on his locker. Guy aired down and they were ready to go. Well folks, this was legend material as Guy's roaring V8 powered 'Suzuki' and Gerald's valve bouncing Suzuki kicked absolute arse on that climb showering crap everywhere. In tow, they had conquered what nobody else had.

We headed back in convoy to Bull's Run Road apart from Marcus and Rick who went out via the Mangotuk's. Eventually got home at 1am and had a feed. We never did get that dinner at the Orange Hut.

Thanks everyone for all your help, especially Guy for 'The' tow and Layne with the driveshaft.

Gerald. K153.

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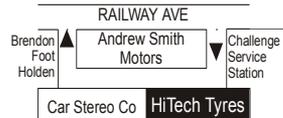
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Zen thoughts: I just got lost in thought. It was unfamiliar territory.

NZQA Review of Unit Standards

For any who may not know, and for even more who might not really care, be advised that the NZQA via the ITO is instigating a review of the current Unit Standards pertaining to the operation of Light 4WD Vehicles.

Bernie and I have made submissions over the past year or so, which we hope will help make the units more relevant to actual operational environments. A meeting will be held later this month in Auckland to try and bring all the various ideas together.

One such suggestion, is the creation of a new Unit Standard for "Recovery of a Light 4WD Vehicle".

Here, your input may be useful. If you have any ideas about what should be included, please contact either Bernie or myself via email and give us the benefit of your advice.

You can get Bernie at Bernie@ohnz.com or Andy at Andy@ohnz.com

Regards, Andy

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc

Hi there everyone; - a quick over-view of things that have been going on, apart from the usual day to day stuff, during the month of July:

Certifier coverage

Last month, I mentioned the new system now in place for newly-appointed LVV certifiers, where we undertake to provide an introductory one-on-one training session. We've now gone the next step and have been giving LTSA another good push this last month on our concerns re over-population of certifiers, with consequential diminishing of skill and outcome quality. This has been re-prioritized, as there are new applications pending for Auckland and Christchurch, both areas of which are currently over-populated. We believe LTSA have the legal power to enact restrictions on the basis of geographical spread, and have asked them to look into this.

Exhaust noise issue

The exhaust noise issue has settled down substantially, mostly as a result of LTSA re-issuing the offending Info-sheet 2.04, incorporating clarifications to provide emphasis on only "...significantly louder than OE..." Other than working toward a Noise Emission LVV Standard for scratch-built and engine-swapped lvvs, we're doing little else on this issue for now.

Vehicle Inspection Requirements Manual re-write

The amended LTSA VIRM is printed and released this week, but unfortunately, once again, LTSA haven't managed to incorporate all of the agreed changes in terms of the modification threshold schedule items. This is due to a combination of LTSA

Zen thought: 42.7% of all statistics are made up on the spot.

having too many cooks, and working at the 12th hour against unshiftable pre-booked printing schedules. It's not all bad however; it's certainly much improved over the last one, and 80% of the changes that haven't been made are changes that won't have any adverse affect on the LVV operations. They have adopted our table format, and the information is now nice and clear within the VIRM now. We'll have to live with the remaining problems, and work toward getting them sorted out at the next amendment opportunity.

LVV Standards

The Wheel & Tyre Standard has been presented to LTSA again, with a final few changes required in order to gain their approval. The standard has gone through the final amendment process and is being sent to LTSA for sign-off next week.

Professional Indemnity Insurance

I have been concerned at the liability situation for past LVV certifiers who are no longer active LVV certifiers for some time. We have been told previously by our insurance broker that each individual certifier could take out a policy (and pay for the privilege) to keep them indemnified until the statute of limitations kicks in, in most cases about two to three years away. I don't accept this as a reasonable situation for our many good LVV certifiers who were effectively forced out of the system four to five years ago by cost and paper, and have asked the insurance broker to take this matter up with the insurers again. He has undertaken to try and find a more palatable resolution to this problem and report back to us.

Meetings

In addition to normal meetings held with various section managers at the LTSA Vehicle Certification Unit and the LTSA Policy Section, LVVTA has been represented this past month at the Vehicle Standards Advisory Committee (VSAC) meeting, and the

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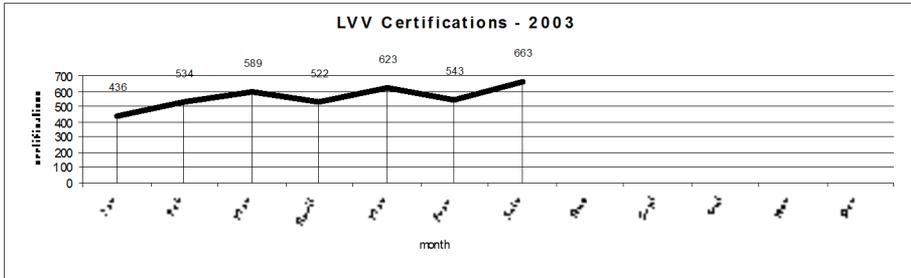
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Zen thought: 99% of lawyers give the rest a bad name.

TSDA Technical Managers' meeting, both of which were held at LTSA. We also provided a power-point presentation to the central North Island districts police highway patrol and crash investigators in Palmerston North, addressing about 30 police staff members.

LVV Plate Volumes

LVV Compliance Plate numbers reached a (from memory) all-time high since the system has been in operation during July of 663.



Committee Bio:

Name: Neil Blackie - Secretary, Competition Officer

Vehicles: Mitsubishi Pajero 1990 LWB Tdi

 Leroy the Landrover 1954 Series 1

Why 4WDing: Bought the Pajero to go fishing (surfcasting), now out driving so much I don't have time to go fishing. Barbara and I both enjoy 4WDing so it's something (else) we can do together. Joined CCVC in about May 1999 and quite possibly completed 100 trips since then.

Vehicle Mods: Pajero – pretty standard with 31” tyres, removed anti-sway bars, custom steel channel bumpers front and rear and sill bars.

Leroy – prior to our purchase 12 months ago – modified Holden 186, FJ40 diffs & axles, rear diff lock, power steering, Series 2 springs and gearbox. Recently added 33” tyres, front disc brakes, windscreen washer. Registered and WOF'd.

Best 4WD Experiences: Week long trip on West Coast with other CCVC members, Terawhiti Station when the stream was 1m deep, away trips to Akitio and Pureora Forest. Club Champs – we've been in every one since joining – by far the best place to learn how to drive

Zen thought: I feel like I am diagonally parked in a parallel universe.

(in my opinion).

Worst Experiences: Seem to involve down hills – backwards, sideways, rolling. Rolling vehicles is the worst though – Pajero once, Leroy about three times. Worst was after stuffing up a failed hill climb in Rallywoods earlier this year in Leroy, wet drum brakes meant I couldn't hold it on the hill and we rolled backwards about 30m, off the track, on the track until eventually went over a bank and crashed into a tree upside down. Saved by the excellent Eric Bon built roll cage



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 or email them to rayh@paradise.net.nz

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

Things appear to be moving at Ngapotiki Station, with the local Mayor, John Reid, stepping in to the fray once more, and advising Trino (the land owner) to unlock the gate to the west and allow access into the Aorangi Forest from Cape Palliser. Trino has complied, but he is not prepared to allow through access across his property to White Rock.

Now we have always known that there is a short section of the coastal road washed away, and here Trino is perfectly entitled to deny access - but only here - a stretch of about 20 metres long and 3 metres wide. There may be an alternative route down and along the beach at this point, which could afford continued legal access all the way through, but until we've had a chance to try and drive it, we won't know for sure. Local advice is that it's impossible, but that's never stopped me trying anything else, so why here?

Our attentions now turn to the District Council, to see if it might be possible to formally complete the section of missing road, using the Public Works Act to acquire the necessary land, but that will require a certain willingness by Council - so time will tell. In the mean time, public access is available through from Cape Palliser to the Aorangi Forest and the main surf beach at the south, but no further - that is until we get a better deal. Will keep you updated as things pan out.

Andy

Fire Extinguishers

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

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



“AKATARAWA LETS RAMBLE....”

9:30am 16 August on a divine Saturday morning were the ingredients for refined (20 give or take) gathering of happy enthusiastic “family shiny” rendezvous at Totara Park .

10:00am off along the trail of dust n dirt onto Valley View Road & beyond, where the fun begins.

As a first time driver thru the Akatarawa's I found myself in familiar areas as I occasionally scale the untouched boundary a number of times as a casual jogger, darting clear of mountain bikes in between pines & gorse, taking short cuts, but no short cuts here today mate as I continue driving deep into the valley of woods”, a few oases, never the less to be expect, scramble along skidder tracks and splash through mud as we maneuver our vehicles amongst rata, rimu and cascading ferns in our most accessible native bush, as I experience the thrills and awesome beauty of our favourite track. I must admit driving thru these valleys has a different aspect than walking/jogging, ‘the **peoples**’ valley’ suitable for all family activities, as we continue descending into the deep woods pointing out the hard yakka's play pens, in & out of ditches zigzag tight winding corners, hell I hate to come front on to a rigger around these corners little on trail bikes & quads as we did.

As my co-“buddy” proudly repeating the words “he once got stuck in multiple ruts in some mud stricken dirt road a few weeks ago & had to get winched” well, need I have to hear that right now while eagerly manoeuvring thru the manifest of the great Aka's, how can I ignore him, there's nothing else to listen to I murmured, as a sign post protrudes before us, “**Pram Track**” oh know is this where he got stuck? What a jinx, L the convoy had came to a halt, patiently we waited for transmission to be conveyed to us every which way. Well its time to stretch the limbs anyway, check out what's happening in front, oh darn some of us didn't see it but did we hear right! Ron winch himself up does this meant he got stuck & he has to write the trip report, or does he just like winching so he could delegate who has to write the trip report?? Umm.

Zen thought: He who laughs last thinks slowest.

Not a problem some made it to the top with a bit of a grunt mud spanking dusk & dirt in its wake, well here goes, its time to challenge the elements in the ultimate adrenaline rush by testing the mind body & soul, couple of meters not knowing the back passenger door half open darn that means not enough momentum to get to the top, slam shut goes the door, here we go quarter way up keep going, give it heaps more gas, keep wheels straight nope wheels spinning going no where, lets roll on down & try again, a/t tyres full of mud, vehicle has a mind of its own diverts to the right of the track sinking in soft mud, spectators firing words upon the noise which one could not hear, (hell I should take up lip reading), co-pilot in his blue-suey-gumboots slosh! Slurb! Making his way to the right of the vehicle pushing onto the dryer ground –no can do- then it happened chivalrous comrade's to the rescue (so I thought), only to find to be push to the side to make lee way for the next victim, but not to be if only there was a pram around one could imagine yahoo down that Pram track (appropriate name for it) on with the good deed, out comes the cable slowly but safely winched to the rescue can't do without that good buddy ten four, just as you kinda think to relax take in a breather sucking in the sulphur odour of the mud, before yah no it a snatch rope is hitch upon your vehicle, what an awesome team!! The echo bellows out "are you gonna write the trip report" Oh sh...t know came the reply, but didn't Ron get bog down first, no matter how many times you contest, your words will never be heard. HEY A BIG THANKYOU GUYS YOUR HELP WAS MUCH APPRECIATED, CHEERS. J

On the road again, can't wait to be on the move, boulder hugging rivers car wash time, careful not too much wake now, nice cruise to the Orange hut –fiesta time – inspection time up goes the bonnets eagerly searching for distraction, oops Ron ready & waiting to hit the tracks, round em up head & head on down the Maungakotukutuku bridge take a breather watch the 4 wheel atv adventure goers.

Departing the bridge my co-pilot hoping like a kangaroo searching for his 2-way radio, "we have to turn back mate I'd lost me radio" after a very tight u-turn heading back down to the bridge, it was discovered in his gumboot which of cause the gumboot was attached to his legs, man I don't believe it, you think he would of felt the radio in his gumboot while walking "boots were meant for walking", so tail-end-Charlie told my co-pilot with a smirk on his face J, would you consider this Tasmanian herbivorous marsupial deserves the gumboot of the month to drink out of, if not out of his own, a fair dinkum offer I reckon, cheers Bern..

As we continue on our happy way again, more familiar tracks Rimu, Toi Toi, Cleary the Hydro scenic reserve, & on-route to civilisation so to speak out of

Zen thought: Depression is merely anger without enthusiasm.



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Wellington**

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Zen thought: The early bird may get the worm but the second mouse gets the cheese.

Bulls run road, I'd sometimes spend my weekends alpine, hiking, snow caving, but driving through the forest is a buzz to my list Thank you to the winch man Kerry & the snatch rope buddy, & my "co-buddy" Aussie Bernie & to the rest of the team for your support, not for getting Ron Wadham who lead us into temptation....

Kia Ora



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.

NZFWDA Insurance Schemes

The policies that the association have, cover the association, the committee and the members, including whilst competing.

The first policy is a **Public Liability policy**.

It indemnifies the above mentioned parties for acts of negligence whilst working for, or participating in, the association or an affiliated club's activities. It does not cover one member damaging another members vehicle whilst participating in an event. The policy is subject to a \$500 policy excess.

The cover is as follows:

General Indemnity \$2,000,000

Product Liability \$2,000,000

Forest and Rural Fires Act \$500,000

Punitive and exemplary damages \$1,000,000

The second policy is a **Statutory Liability** cover for \$250,000 and is also sub-

Zen thought: I drive way too fast to worry about cholesterol.

ject to a \$500 excess. It indemnifies the above parties for their legal liability for fines and penalties under most Acts of Parliament but does not apply to some Acts.

For example the Crimes Act, The Land Transport Act, most sections of the Inland Revenue Act and other criminal type offences are excluded. The main reason for taking this cover in your case was to provide protection for Penalties under the Resource Management Act. Eg an oil spill in a stream or similar.

The last policy is for **Legal Defence Costs**. The cover is for \$250,000 and there is no policy excess. Protection is provided for legal fees to defend members against criminal charges. An example was the Queenstown fatality. The idea is that legal fees can be provided so that such costs do not come out of a member's own pocket.

Please note that all these covers only apply whilst participating in an event run by the association or an affiliated club.

Tom Barstow, NZFWDA insurance broker

(Tom also does general vehicle insurance. For more info, email tom@barstow.co.nz)

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

ATM Magic Money Machines.

The latest scam involves thieves putting a thin, clear, rigid plastic sleeve into the ATM card slot. When you insert your card, the machine can't read the strip, so it keeps asking you to re-enter your PIN number. Meanwhile, someone behind you watches as you enter your PIN number. Eventually you give up, thinking the machine has swallowed your card and you walk away.

The thieves then remove the plastic sleeve complete with card, and then empty your account. The way to avoid this is to run your finger along the card slot before you put your card in. The sleeve has a couple of tiny prongs that the thieves need to get the sleeve back out of the slot, and you'll be able to feel them.

The Police would like as many people as possible to be aware of this scam, so pass this on to your friends and family.



These pictures are from a recent modified vehicles night held at the workshop of Fully Equipped in Lower Hutt.

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

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Labour Weekend at Foxton.

It has long been a club tradition to congregate at the Foxton Beach Motor Camp over Labour Weekend for a very easy, social and informal gathering. So popular was this event the camp proprietor would set aside a large patch at the back of the camp specifically for camping and when you booked in he would just point you in this direction. If you wanted a cabin you would normally have to book a year in advance.

The four wheeling at Foxton is basically a "free for all" but only in specific areas. There are dunes to ascend, dunes to descent and basically sand everywhere in the main play area at the mouth of the Manawatu River. There are often no organised trips - you just hook up with someone or a group who are heading off in a similar direction and go for it. If you're really adventurous, a night drive in the dunes is amazing!

But four wheeling isn't limited to just this area; from here there is easy access to various tracks and forests to the north and you can just about drive as far as Wanganui. Close by are also a few tracks in the northern Tararuas and the southern Ruahine Ranges.

So come along and have a ball. Great for families as the camp is quiet and safe for kids.

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.

Quick! Before it starts!

A man came home from work, sat down in his favourite chair, turned on the TV, and said to his wife, "Quick, bring me a beer before it starts."

She looked a little puzzled, but brought him a beer. When he finished it, he said, "Quick, bring me another beer. It's gonna start." This time she looked a little angry, but brought him a beer.

When it was gone, he said, "Quick, another beer before it starts"

That's it! She blows her top! "You bastard! You waltz in here, flop your fat arse down, don't even say hello to me and then expect me to run around like your slave. Don't you realise that I cook and clean and wash and iron all day long?"

The husband sighed. "Oh no - it's started!"

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

Noel Cook, phone 566 6182 (wk), 027 445 8473 or no-

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:



Conwae Langford - Toyota Surf
Darryl Lundy - Range Rover
James Pakai - Toyota HiLux



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

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

Club Committee Meeting Highlights

1. NZ4WDA - CCVC membership unofficially confirmed but no paperwork received as yet. Very profitable land access weekend attended by club delegate.
2. Club Champs - Suggestion of inviting other club/s to participate in Sept round as a way of getting inter-club actions going discussed - agreed to invite Wairarapa 4WD Club. Visitors scores would not be counted in CCVC results though.
3. Club Officers Duties - A few minor rearrangements of who does what approved.
4. Club Manual - Table of contents submitted for committee approval. Looking good and work continuing.

Message from Phil Lewton on the upcoming Waiouru trip:

We have some paperwork to complete for the trip, so it would be appreciated if as many participants as possible could see Phil at the next clubnight.

Also, although the trip is fully booked, there is a waiting list so there is still a chance to get onto the trip if you call Phil and put your name on the waiting list.

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Offers similar elongation to nylon rope,
but requires less storage space.*

*Described by users in trials as 'magic,
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COOKES & TWL BRANCHES THROUGHOUT NEW ZEALAND

Zen thought: Plan to be spontaneous tomorrow.

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)

Mt Thompson Hard Yakka

24 August 2003

After leaving yet another rain squall and associated Southerly back in Wellington, we met at the Otaki round-about at 9-15am, all 10 vehicles (Jim Trip Leader with Shamus, Gavin H, Roger S, 2 X Erics, Daryn Luke, Phil L and Mark W, Pete W and daughter, Bede Christani, Tony and Robyn, Duncan, and Jeff T) After a 10 second briefing, we were off, up SH1 to North Manukau Rd, through Rayoners locked gate and up the Forest Road.

This part was easy going as the trees had just been cleared. The grade of the road got worse and worse until leader lost his way and had to resort to the GPS. (Hey Jim, aren't you meant to drive the tracks first??) After a cup-

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

pa we then headed along the same track which was the correct one after all, and then had to take a steep ruddy clay switchback which some Jappos had slight bother. We were then in regenerated bush along the ridge, uneventful except for nasty branches whacking the windscreen. At 11am we got to Mt Thompson, wow what a fantastic view at 2300ft.

After another small break we carried along the ridge with much whacking of trees on windscreens; the odd one too tough, so stopping and dealing to it with appropriate tools. Many trees were 45 degrees across the track, apparently due to recent snow loading. One Nissan broke the top corner of its windscreen, and five of us lost our club RT aerials!! Then it was downhill on the southern, shady and wet side to the Waitohu Valley. It was not too steep, but very rutted but all made it ok to a sunny grassy spot where we had lunch. After lunch, we ascended up dry but very gorsey, prickly track to Mt Ringawhati, no drama here except for the windscreen bashing, but had to check intersections with GPS to make sure we were not lost.

One steep side track revealed an accommodation hut (Waitohu Hut..Not a DOC Hut), with a fantastic view from the bedroom. After 20 more minutes on the ridge, we then made our descent down a steep and wet regenerated bush tracks with very tight switchbacks, slips, sidlings and scoured out fords. Bit of bother for some but we all got down through another thicket of gorse onto grass farmland where we had afternoon tea. After pumping up tyres everyone headed home.

Weather couldn't be better on the day. Pity no one had a camera. Thanks to Jim for organizing the trip.

Tony Brown K24

Trip: Track Maint – Ruts and Orange Hut 17 August 2003

The morning started out well, a good frost on the ground and clear skies which promised a good day to head into the bush the way man was intended – by 4WD. Meeting at the intersection of Moonshine Road and Haywards, a group of 13 not so shiny vehicles were waiting and I wondered had most of the shyns been out the day before or had they seen the rippled panels of Dad's cruiser.

From Moonshine Road we headed up Cook's Road and through the first gate. Trapped, people quietly stood around as the Trip Leader briefly described what was to be expected on the tracks, and still everyone followed us up the track. First stop was an unsuspecting fallen tree, and a chance for the lads to get out their chainsaws and gather wood – oh the tranquility of the bush. With vehicles full of wood the convoy headed towards the orange

Zen thought: If you think nobody cares, try missing a couple of payments.

4-WHEEL DRIVE IN ROUGH COUNTRY

You'd better believe there's a lot of skill needed to control a four-wheel drive vehicle.

Just because you can handle the family car doesn't mean you can handle a Landrover or a Landcruiser the same way — especially not in rough conditions.

People who drive them regularly need to know how to apply special techniques to meet hazardous situations. In March a special course for people who need to know how to control four-wheel drive vehicles in rough terrain was held by the Wellington Cross Country Vehicle Driving Club.

The one-day programme was offered by the club as a special initiative organized for volunteer fire crews and Red Cross disaster teams.

Civil Defence Headquarters at Upper Hutt was the scene for the morning session. Drivers learnt the theory of safe vehicle maintenance and equipment and studied the technical data relating to four-wheel drive vehicles.

During the afternoon drivers transferred to the Moonshine Valley near Upper Hutt, an area used regularly by the club. There they experienced driving vehicles

A special four-wheel drive training course was introduced in Nelson last year. It was organized and coordinated by Alex McPherson, Senior Accident Compensation Specialist.

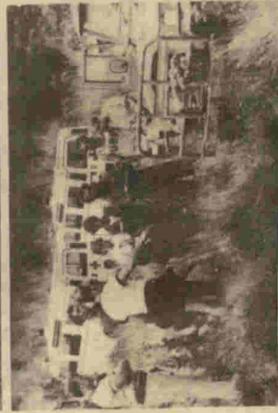
Since then he discovered Nelson after he discovered companies and government departments working in the area, some with fleets of four-wheel-drive vehicles, had no training programme for off-the-road work.

The first session in Nelson covered theory and discussion and the second, held early this year, included field exercises and practical demonstrations.

During that first session several safety decisions were investigated. Two are under investigation by Harry Bennis, ACC Technical Adviser. They are the fitting of roll bars and the suitability of some fitted winches.



Wellington Cross Country Vehicle Club chief instructor, Frank Brown, points out some of the external mechanical and internal components of our rugged off-road vehicle. Looking on are Dave Sitt, of the Accident Compensation Corporation Safety Division, Red Cross disaster relief team drivers and club members.



A Red Cross Disaster Relief Team driver negotiates a river on the rocky woods four-wheel drive training field by the Wellington Cross Country Vehicle Club.

Photographs by Tony Young, MCCVC.

AWARENESS - PRACTICE - SKILL

safety

action

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Something to ponder: How many of you believe in telekinesis? Raise my hand...



hut via Cleary's Road and Toi Toi Road, to replenish the stock of wood and work out the game plan for the next stage, the tracks behind the Orange Hut.

Over the river we went, past the bypass and stopping before the huge ruts for the necessary inspection and discussion on the right way to approach it. Agreeing there was no 'right way' we hopped back in and eased the

cruiser over the brink, down into the ruts and then full noise through until coming to a stop between two high banks – not a bad effort considering there was no power going to the front wheels! With no possible way to open our doors, we sat while kind people sorted getting us out with our winch. Next it was John's turn with similar result. After winching himself along further John decided to have another go under V8 power. Norm was concerned, standing near the front of the Cruiser. "Don't worry, I won't run you over" assures John and proceeds to shower him in mud. After a good



exercise in stopping and winching the vehicles made it to the next set of ruts which threatened to belly out any vehicle with a low lying diff. Time to do track maintenance and the men got the spades out with directions being given from the sidelines. Norm tried the more narrow track to the right which had threatened to wedge our vehicle on weeks before. More digging was

required and Norm was through with only a minor amount of the bank coming through where the doors would have



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



Zen thought: Remember half the people you know are below average.

been.

All vehicles through we were on the road again in search of overgrown tracks and the chance to slash away at the macrocarpa with scrub cutters, loppers and chainsaws. Everyone put in a great effort and the paint removing branches were pushed to the side of the track. After some tricky manouevring around some notorious trees we were at the top of the track and



ready to start our decent down a logging

track to hydro road and onto the Pram track. A hissing noise coming through Dad's window alerted us to a rapidly deflating tyre. As with all unusual noises coming from a vehicle, it stopped once we hopped out to look but after continuing on we heard it again and this time it wasn't going to let up. A quick tyre change and we were moving again, with the swamper on the back now sporting a Z nail. We exited the hills via Totara Park and with the general feeling that it had been a



good trip we all headed off home to wash the mud off ourselves and the vehicles.

Stephanie Dixon

LAST TEMPTATION

I was happy. My girlfriend and I had been dating for over a year, and so we decided to get married. My parents helped us in every way, my friends encouraged me, and my girlfriend? She was a dream! There was only one thing bothering me, very much indeed, and that one thing was her younger sister. My prospective sister-in-law was twenty years of age, wore tight mini skirts and low cut blouses. She would regularly bend down when quite near me and I got many a pleasant view of her underwear. It had to be deliberate. She never did it when

Zen thought: Save the whales, collect the whole set

she was near anyone else.

One day little sister called and asked me to come over to check the wedding invitations. She was alone when I arrived. She whispered to me that soon I was to be married, and she had feelings and desires for me that she couldn't overcome and didn't really want to overcome. She told me that she wanted to make love to me just once before I got married and committed my life to her sister. I was in total shock and couldn't say a word. She said, "I'm going upstairs to my bedroom, and if you want to go ahead with it just come up and get me." I was stunned. I was frozen in shock as I watched her go up the stairs. When she reached the top she pulled down her panties and threw them down the stairs at me.

I stood there for a moment, then turned and went straight to the front door. I opened the door and stepped out of the house. I walked straight towards my car. My future father-in-law was standing outside with tears in his eyes he hugged me and said, "We are very happy that you have passed our little test. We couldn't ask for a better man for our daughter. Welcome to the family."

The moral of this story is: *Always keep your condoms in your car.*



Not sure what trip these are from, but looks like a milled portion of the Akatarawa Forest.

Cross Country Vehicle Club (Wellington) Inc

2003 Club Champs - Round One

Humes Farm 18 May 2003

Name	Vehicle	Std/Mod	Round 1
Doug Skipage	Suzuki	Standard	160
Layne Jones	Suzuki	Modified	225
Warren Perry	Land Cruiser	Standard	225
Andrew Farmer	Land Cruiser	Modified	250
Ryan Bold	Land Cruiser	Modified	250
Colin Frost	Pajero	Standard	285
Wayne Mulder	Nissan	Standard	300
Andrew Gee	Suzuki	Modified	300
Pedro Osborne	Rugger	Standard	305
Neil Blackie	Land Rover	Modified	325
Rick Proctor	Range Rover	Modified	335
Andy Rowden	Suzuki	Standard	340
Eric Dodds	Nissan	Modified	400
Gary Muir	Suzuki	Standard	440
Blair Turley	Blizzard	Standard	445
Murray Feist	Land Rover	Standard	455
Noel Cook	Nissan	Standard	465
Mike Walczak	Pajero	Standard	475
Mark Wilson	Land Cruiser	Modified	525
Paul Freeman	Land Cruiser	Modified	525
Steve Kingswell	Land Cruiser	Modified	525
Peter Murton	Nissan LWB	Standard	550
Marcus van Veem	Hilux	Standard	550
Vince Stevens	Nissan	Standard	550
Nigel White	Land Rover	Standard	575
Giles Sullivan	Nissan	Standard	635
Lawrence Muir	Isuzu	Standard	715
Jay Montilla	Nissan	Standard	750
John Parfitt	Prado	Standard	765
Alun Newton	Mitsubishi Van	Standard	1460

Zen thought: Ok, so what's the speed of dark?

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 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.

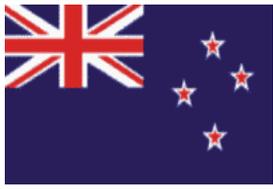
Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. All open or soft-top vehicles must have a roll bar or roll cage. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet.

Trip Database

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

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

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Mon 17/11/03	1	ARAC/WRC Liaison Meeting	Meetings				P		862
Sat 22/11/03	1	Phil Foorhead Wairarapa invite	Shiny 4x4	Ohunga - Castle Point	-ba-	-ba-	T	Invite from Wairarapa club	939
Wed 26/11/03	1	Committee Meeting	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	8:00pm	843
Sat 29/11/03	1	Christmas function	Special	-ba-	John Vuink		T		943
Sat 29/11/03	1	4x4 to Christmas function	Family Shiny	-ba-	John Vuink	-ba-	T		942
Sun 30/11/03	1	Kids Christmas	Special	-ba-	John Vuink		T		944
Wed 03/12/03	1	Theory 2	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		894
Sun 07/12/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		895
Wed 10/12/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	864



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