



VEHICLE CLUB  
Wellington (inc)



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# July 2004

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)

**Cross Country Vehicle Club (Wellington) Inc**  
**PO Box 38-762, Te Puni, Wellington**  
**[www.ccvc.org.nz](http://www.ccvc.org.nz)**



**CCVC Life Members**

Andy Cockroft	Bob Jeffrey	Bruce Mulhare	George Bean
Graham Barr	Heather Jeffrey	Leith Bean	Mike Gall
Owen Farghar	Raynor Mulhare	Ron Oliver (Deceased)	Ron Wadham
Steve Lacey	Stuart Brown	Tom Adams	Tony Street
Vern Lill			

**The club meets at 7:30pm on the 2nd Wednesday of each month  
at the Petone Working Mans Club, Udy Street, Petone.**

**MAGAZINE CONTRIBUTIONS**

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

**SAFETY POLICY**

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

**Jim Johnson 04 938 9404 (home) or 021 389 404**

**Gavin Holden 04 478 4666 (hm) or 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 quiet month for me in the four wheel drive department - weather has not been conducive to getting out and about and now that Ashleigh plays rugby, this takes up most Saturday mornings tiki touring around the regions rugby fields and standing around trying to keep warm. But she loves it so I'm happy to do it (- well do I really have a choice???)

Anyway, I'm off to the South Island for the school holidays so may find a bit of snow down there if we look hard enough. I'm told that we have to go to Queenstown for the luge and Dunedin for the Speights tour so looks like we may get around a bit.

Don't forget that your vehicle inspections are due now, and that the new tow hook specs are in. Subscription notices will also be out shortly.

Alan...

*PS: Where are all the photos that usually end up on Andy's website gone?????*



Ed's Picture - Here is a blast from the past! Think it was taken on the track we used to take from the top of Cattle Ridge down to the river, before it was closed to 4WD access.

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**Front cover photo:** This pix was taken on the top of a power pylon track overlooking the Marlborough Sounds.

## President's Piece - July 2004

Hello club members and other readers. Here we are in the depths of winter but the weather doesn't seem nearly as bad as some of the time last summer! The colder temperatures don't seem to be keeping people away from trips; we have had to cancel several trips recently though due to the conditions becoming too slippery and unsafe for family shiny vehicles that are unlikely to have mud tyres. Also to avoid damage to property.

We're now into the annual round of subs and vehicle inspections. The subs invoices should be sent out around now and we'd be grateful if you could return your invoice with your payment please. Final date for us to receive your subs payment is 31 August.

The vehicle inspections are a bit of an issue this year, which is the first year that our new tow hook mounting standards apply to the annual renewal inspection. For many of us, we may have to replace our hooks and perhaps in some cases our mounts. As I have ten hooks across various vehicles, I'm not looking forward to this as I suspect most of them won't comply!

So the message is, book early for your inspection and be prepared to fork out for rated hooks and maybe more. The specs have been updated as a result of our Safety Officer's tests at Cookes, you saw the results at the June club night. Thanks Carl and Cookes, a really good job! The latest version of the specs is in this issue of the newsletter and also on the members' area of the club website. Deadline for the new stickers on your trucks is also 31 August.

This month we welcome John Parfitt into the role of Club Secretary. John stepped forward to offer himself and the committee gratefully accepted. I'm sure you'll all ratify that at the July club night.

And another thing about club nights, we really need to keep these as the entertaining and interesting meetings that we've been working so hard to achieve over the last few years. Most of our members don't come to club nights to hear issues that some people might have about a person, or a club officer or the committee. If you do have issues, and there have been some genuine issues lately, then please come along to our committee meetings or, if that doesn't seem like you, then do feel welcome to approach our Complaints Officer - details inside front cover of this newsletter. The issues will be dealt with, as long as we know about them, but public airings are usually not necessary and not what most people want to sit through.

So, back to why we do all this stuff, it's about organising 4wd trips and everything else that makes these possible. Again, many thanks to the ceaseless efforts of the Trip Coordinator, the Trip Leaders, and all the other members and club officers that do so much work behind the scenes to arrange access and take you on all our wonderful 4wd trips. Let's keep that our focus!

Here's to lots of safe off-roading...  
Grant Purdie, Club President, 3 July 2004



## 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.



## Vehicle Inspectors

Dayal Landy  
Troy Manderson  
Gold Coast Mechanical  
2 Epiha St  
Paraparaumu  
Ph. 04 902 9244

Antony Hargreaves  
Epuni Motors 1987 Ltd  
2 - 6 Hawkins St  
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  
Wellington Vehicle Compliance  
17 - 20 Rutherford St  
Lower Hutt  
Ph. 04 570 6039

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

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

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

Carl Furniss  
Wellington 4WD Specialists  
26 Hawkins Street  
Lower Hutt  
Ph. 04 976 5325

Paul Adams  
Fully Equipped  
453 Hutt Road  
Lower Hutt  
Ph. 04 569 1343

**NB: Please remember to call and make an appointment before turning up for an inspection!**

# Upcoming Events

**July 25: NZ4WD magazine readers trip - South Island.** Christchurch start. One day trip repeated on the 25th if enough demand. Contact Mechelle on 09 478 4771 or send email to [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

**Aug 15-Sep 8: Outback Australia Safari 25 days.** Brisbane to Brisbane, via Simpson Desert. Hire vehicles; 100 Series Landcruisers, fully equipped for outback use. Contact Explore by 4x4 at [www.explore4x4.co.nz](http://www.explore4x4.co.nz)

**Sep 11-12: NZ4WD magazine readers trip - Woodhill Forest.** Two identical one day trips in the Woodhill Forest. Contact Mechelle on 09 478 4771 or send email to [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

**Oct 22-25: Coastal Land Rovers 2004.** A four day get together for all Land Rover owners, much like Glenorchy 2002. For more information [www.coastalrovers.com](http://www.coastalrovers.com)

**Oct 24: King Toyota Deadwood Safari.** NZ4WDA National Trials Round 1. Aotea Block, Porirua. Hosted by Valley 4WD Club. Contact Andy Mitchell on 04 920 7741 or email [new@king.toyota.co.nz](mailto:new@king.toyota.co.nz)

**Nov 20-21: NZ4WD magazine readers trip - Central Plateau.** Two day trip (can do one day if desired) in the Central Plateau area. Contact Mechelle on 09 478 4771 or send email to [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

**Nov 12 on: Denny's Restaurants NZ 4x4 Challenge.** 4x4 Challenges NZ Inc. Website [www.auckland4wd.org.nz](http://www.auckland4wd.org.nz) Contact Peter Vahry 09 524 0474 Or 027 431 0923

**From Jan 16, 2005: Northland Kauri Coast Safari.** Starting from Dargaville. This is early warning that this very popular event is on again in 2005. For more info contact 09 439 6014, 021 262 0098 or send an email to [kauricoastsafari@hotmail.com](mailto:kauricoastsafari@hotmail.com)

**Feb 12-14, 2005: Waikaia/Switzerland High Country 4x4 Jamboree.** Runs each day out of Waikaia, easy to extreme trips. Evening meal each day. \$300 for entrant and co-driver. Contact Lenox Allison 03 903 0202 or email [lenoz.a@xtra.co.nz](mailto:lenoz.a@xtra.co.nz)

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

**Please note that Wainuiomata Motors are no longer CCVC safety inspectors owing to the business closing due to the death of the owner. CCVC thanks the business and our thoughts are with the owners family.**

## This is my experience on my first ever, 4WD off road trip.

My history:

I'm just a typical city slicker, with no real knowledge of motor vehicles. All I really know is: "The petrol goes there, water there, and check the oil here". One day I thought I would like to own a four wheel drive off-road vehicle and try driving off-road sometime. After pondering on this for a few months the decision was made. Time to pay a visit to the local car dealer to see what they had to offer. A little Mitsubishi Pajero was begging for a test drive, so off I went. The on-road test passed with flying colours so it was time to twist the car dealer's arm and negotiate the window price to a more realistic price. Parted with a few dollars and then down to see the bank manager and ask for his forgiveness and extend the mortgage (again).

Proud of my new shiny purchase, I decided to play it safe and attend one of the CCVC training modules before I attempt any sort of off-road driving. At theory one, a few facts about my new shiny purchase were learnt. Those four nice new tyres are just cheap road tyres that when playing in the mud they just might as well be slicks. And the long tow bar that sticks out at the rear, the one item tailgaters will not notice until it goes through their radiator, is certainly going to get a pounding. One day I will find time and purchase a large spanner and remove it. I also found out what that extra gear stick with 2H, 4H, 4L and CD really means, and when to use it!

Finally Saturday the 1<sup>st</sup> of May comes around. A family shiny trip to Terawhiti and my first chance to see what my shiny purchase can do. Up early in the morning and check the weather forecast. The Met office predicts drizzle in the morning, cloudy during the day, and rain – some heavy in the afternoon. Who believes the Met office, as if it were going to rain, it would be doing so by now? Pack the Pajero and whiz down the motorway to the meeting point and joined the Que. Let a little air escape from my "roadies", which hopefully will help with the traction when needed. Time to pay my dues and chat with a couple of members, especially the ones with a winch – just in case I need their help! A few cheeky comments were past about Pajero's being used a bridge for other 4WD vehicles to drive over, but strangely, I don't recall seeing a Land Rovers, just mostly Toyota's. Bugger!

With the drivers meeting complete, it was time for all drivers to start their engines. Off we go on a sealed road for a few clicks and turn into a farm for a short stop. Spotted a couple who attended the training module a few weeks ago, so I jumped out for a quick chat. A horn sounded, engines started, remembered to move the extra gear stick from 2H to 4L CD lock, and off we go. Up a gentle hill and down the other side to an isolated bay for a

morning tea break. Out with the thermos for a hot cup of vegetable soup, chat again to the couple at training module one, and just enough time to say hello to a tall tree before the horn sound for the next section.

Engines started again and in procession, we all take off and stopped just around the bend. A panic attack nearly started as I saw this steep mountain ahead. Watching each vehicle in turn tackle this slope, where they were bouncing around and the rear fish-tailing sideways. A few thoughts flashed through my mind: The thoughts of a failed hill climb in training module one – keep the vehicle to the left, at least if I lose control I will hit the bank as opposed to the rolling into the sea. “Am I going to be the volunteer for the winching demonstration today?” I hoped not. My turn came. Second low. Put the hammer down. Off I went, using as much level ground to get a run up. Up and up I go, the rear end fish-tailing, the vehicle bouncing and jumping around. The rev counter oscillating between 3 and 5 thousand as traction was lost and regained. Up I kept going, reaching the top, until I conquered this mountain. Yahoo, I made it. One small leap for me, one massive boost to my confidence. I’ve done it, my “roadies” held, and no rescuing the “Pajero Bridge” – sorry guys, next time.

After a short stop to allow the remaining party to catch up, it’s off to our lunch destination somewhere past cable bay. At the lunch stop there happen to be a couple of people working on a sign, which ended up to being a sea navigation beacon after a bit of investigation. Down with another cup of soup, and listening to loads of stories from seasoned drivers. Our lunch was interrupted with the sound of a helicopter getting closer and closer. A few moments later the helicopter was in sight and it landed fifty yards or so nearby. Perhaps they needed help? Perhaps they wanted to join us? Perhaps our trip leader Barry forgot his lunch and his misses had it flown in for him (show off)? Nope, the chopper was just picking up the workers and their equipment. The chopper left and return again, loaded more equipment on a left again, but this time leaving one of the work party behind. One of the club members offered him a ride out, but the chopper returned a few minutes later to pick him up.

Lunch over. Start the engine. Let’s go! Climb up another hill on a good solid track, and then detour up a not so used track. Now the Met office got it right for the first time ever. Rain. This made the hard solid track into a slippery, greasy path. Barry instructed us that if the track was too slippery that we had to turn around and come back. Surprisingly we all made it to the destination. I did not have any traction problems with my “roadies”, just slipped sideways into a couple of ruts and splash loads of muddy water everywhere. That’s when I discovered that I had not fully wound the windows up, oops! A quick stop for a yarn. A few approached me, who had heard about some fool who



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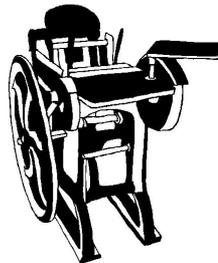
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## 2003 - 2004 Membership

VEHICLE CLUB Wellington (inc)

Alan Donaldson

Membership type:

Full

<http://www.cvc.org.nz>

## Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members - please support these businesses as they support our interests:

- |                       |  |
|-----------------------|--|
| Firestone             | New tyres                              |
| Cookes                | Strops, ropes and recovery equipment   |
| NZ Car Parts          | Second hand car parts                  |
| Fully Equipped        | 4WD parts and service                  |
| BNT                   | Filters, vehicle parts and accessories |
| TWL                   | Vehicle parts and accessories          |
| Pipeline Supplies     | Pipe & fittings (for rollcage, etc)    |
| Twiggs                | Products                               |
| King Toyota           | Trade prices on parts & accessories    |
| Diesel & Turbo        | Products and Services                  |
| Taranaki Street Tyres | Tyres, Tubes and Alighments            |
| Gold Coast Mechanical | Parts and Servicing                    |
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purchased a Pajero Bridge with "roadies". They were wondering how I found the last section as they lost traction many times with their A/T or mud tyres. I was fine, no problem at all.

Well the heavens opened. The Met Office have done themselves proud. Back along the same path. Oh dear, it is really getting wet, and the track is quite slippery. I was getting concerned going uphill as I was starting to lose a bit of traction, but with a sideways slide into a rut, traction was regained. Whoever said "Ruts are your friend" might be right.

For some unknown reason, the trip back felt quicker than the trip getting there. I cannot explain why, it just left this way. Before I knew it we were back at the farm where the adventure started. My first off-road trip and I survived! It was a fun filled day and just great.

I would like to pass on some thanks to Barry and Ron, the trip leaders, for getting us all to the isolated destinations and back again safely. Thanks to the CCVC members for their advice and stories, and also the cheeky ones who mentioned the Pajero Bridge – just remember, it will be a toll bridge, so don't forget your cheque book! Special thanks to Bernie and Steve for their time and parting with their invaluable knowledge given to me at training module one. When's the next family shiny trip?

Brian Cooper, hopefully future CCVC member.



There is a new four wheel drive company just setup in the Lower Hutt area - we are working on getting a more permanent advert, but in the meantime give Carl a call on 04 976 5325.



**So that's what 4wd drivers carry lengths of 4 by 2 for!!!**

**Blonde vs Blonde**

As a blonde was speeding down the road in her little red Corvette, she got pulled over by a woman cop, who also happened to be blonde. The cop asked to see the blonde's driver's license. The driver dug through her purse and was getting progressively more agitated when she couldn't find it...."What does it look like?" she asked.

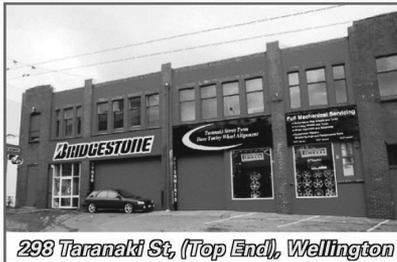
The cop replied, "It's square and it has your picture on it." The driver finally found a square mirror, looked at it and handed it to the cop. "Here it is," she said. The blonde cop looked at the mirror, then handed it back saying, "Okay, you can go.... I didn't realize you were a Cop."

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# Minimum Standards for Tow Hook Mounting

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## Introduction

The Cross Country Vehicle Club requires members' vehicles to have a certain type of tow hook securely mounted to the front and rear in order to participate in club trips and events.

Specifications of the hook are detailed in this document. This specification is provided to lessen the risk of hooks becoming lethal airborne missiles if they break or part from the vehicle.

These are the minimum standards for fitting of all tow hooks.

Other engineering options equal to or greater than this minimum standard are acceptable.

These standards come into effect immediately for all new installations and from the 2004 inspection cycle for existing installations.

---

## Caution!

Some later model 4 x 4s will have a crumple zone in the front chassis rails.

The hooks or plates should not be installed over the crumple zone.

If there is not a factory mounted hook or mounting point, you should seek professional assistance on mounting tow hooks in accordance with these Standards.

**Note** that factory mounted hooks will be inspected to ensure they meet the following Standards.

---

## Hooks

10,000 lb rated. Bolted not welded.

---

## Chassis

If the chassis rail is equal to or less than 3mm thick, then three bolts should be used when bolting hooks to the chassis. This includes box section and U section chassis rails with captive nuts.

If the chassis rail is more than 3 mm thick, two bolts through the hook are sufficient.

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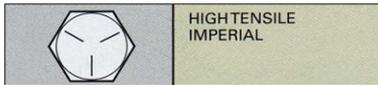
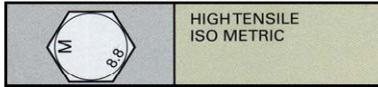
**Bolts**

12mm diameter      Grade 8.8  
 1/2 inch              Grade 5 or 8

Must have nylock nuts or spring washers under the nuts.

NO cap screws

The diagrams below show the bolt head markings which designate the correct tensile bolts for tow hook use.



Bolts must not be close to edges. The measurement from the end of the chassis to the bolt must not be less than:

- 40 mm for 3 mm plate
- 30 mm for 4 mm plate
- 25 mm for 5 mm plate

**Torque Figures**

When installing hooks it is recommended that new nuts and bolts are used, and torqued to the following guidelines:

<u>Size</u>	<u>Coarse</u>	<u>Fine</u>
12mm 8.8	57ft lbs	64ft lbs
12mm 10.9	77ft lbs	86ft lbs
1/2inch G5	66ft lbs	75ft lbs
1/2inch G8	92ft lbs	104ft lbs

**Mounting – Option 1**

The hook may be mounted straight to the chassis, if the chassis thickness is greater than 3 mm.

12 mm captive nuts or 12 mm nuts and bolts of a minimum M8.8 standard must be used and can only be used where the bolt passes through one side of the chassis only.

If the captive nuts are less than 12 mm, an engineer's advice must be sought on providing a mounting of equivalent strength.

**Mounting –  
Option 2**

If there are no captive nuts inside the chassis rail, and the chassis is a U section, then the back of the bolts are to be mounted through an additional plate if the chassis rail is equal to or less than 3 mm thick.

This plate is to be the width of the chassis, 5 mm thick and 120 mm long. If the chassis is equal to or less than 3 mm thick the plate must have 3 mounting holes of 12 mm diameter. One hole is to mount the plate to the chassis independent of the other 2 hook-mounting bolts. If the chassis is more than 3 mm thick, only two mounting holes are needed.

C section chassis rails are required to be boxed as per the diagram on page four of these specifications to prevent them from opening or twisting then the hooks mounted as per Mounting Option 3.

---

**Mounting –  
Option 3**

If there are no captive nuts inside the chassis rail, and the chassis is a box section, it will need to be tubed and plated.

Tubes through the chassis should be 16 mm outer diameter, with a 12 mm bore, with plates on both sides of the chassis. If the chassis rail is equal to or less than 3 mm thick, the three bolt arrangement should be used.

The plates must be at least the width of the chassis, 5 mm thick and 120 mm long, with 3 mounting holes of 12 mm diameter. One hole is to mount the plates to the chassis independent of the other 2 hook-mounting bolts.

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**Mounting –  
Note 1**

Bumper / Bull Bar mounted hooks only acceptable on a case by case basis.

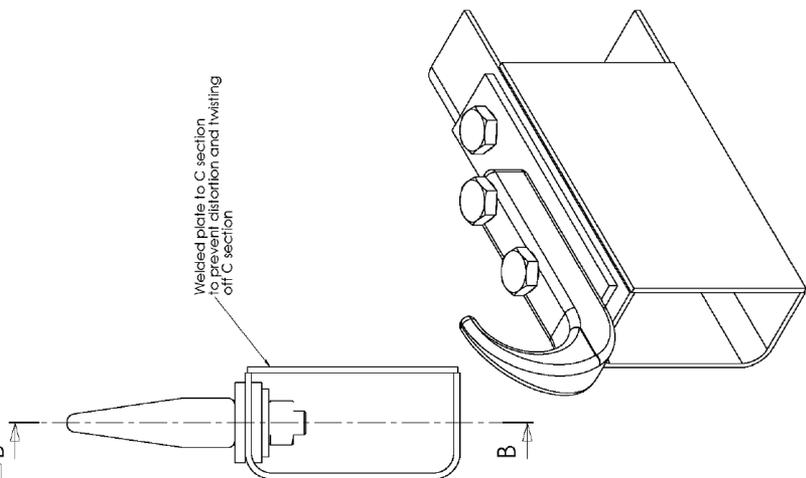
ARB (and TJM) state “No snatching from bumpers.

Bumper mounted hooks will only be considered for acceptance when the mounting bolts attach directly to the chassis or to a suitable structure directly linked to the chassis.

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A3

DO NOT SCALE B



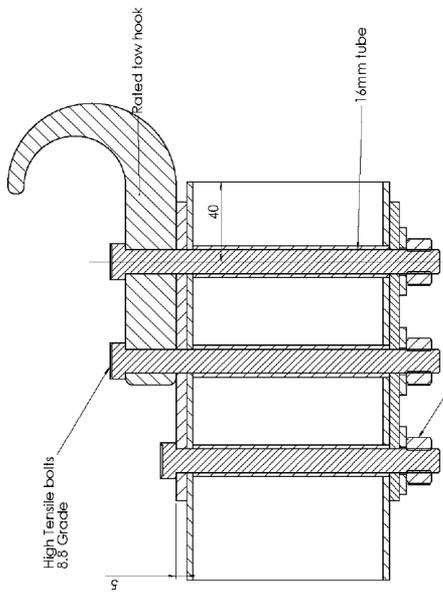
The measurement from the end of the cross to the bolt must not be less than:  
 40mm for 3mm plate  
 30mm for 4 mm plate  
 25mm for 5mm plate

B-B

PART NAME: Tow/hook details		Issue No.: 2	Scale: NTS
ISSUED FOR: 2004-08-12		REVISED: PO 2004-08-27	DATE: 2004-08-27
DESIGNED BY: 2004-08-12		FINISH: Nylac	DATE: 2004-08-12
CROSS COUNTRY VEHICLE CLUB INC.		CHKD: 2004-08-12	DATE: 2004-08-12
VEHICLE CLUB INC.		DRW NO: sheet 1 of 2	

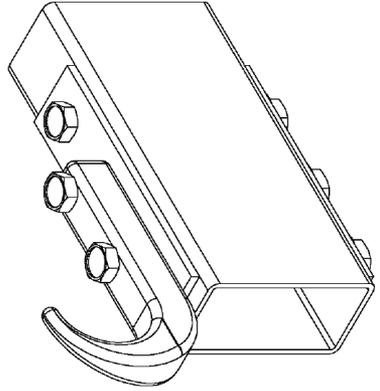
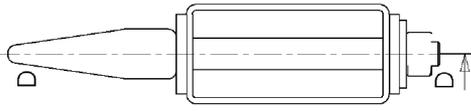
A3

DO NOT SCALE



D-D Nylon or spring washers

The measurement from the end of the chassis to the bolt must not be less than:  
40mm for 3mm plate  
30mm for 4mm plate  
25mm for 5mm plate



PART NAME: Tow hook details		Issue No.: 2	Scale: NTS
PROJECT CODE: CCVC	ISSUE DATE: 27/7/2004	ISSUED BY: PO	DATE: 27/7/2004
CROSS COUNTRY VEHICLE CLUB INC		CHKD:	DATE:
Vehicle Club Inc		DRAWING No.: sheet 2 of 2	

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# CCVC Tyre Discounts

**Firestone**

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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.

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)

Treasurer@ccvc.org.nz (contact the club treasurer)

Please note that if would like to receive club news announcements from [news@ccvc.org.nz](mailto:news@ccvc.org.nz) and have an e-mail account, then drop our database administrator an email on [database@ccvc.org.nz](mailto:database@ccvc.org.nz) and you will be included on the news list. Note that this is not an automatic thing, you need to ask.

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**Murton's Motor Camp** - situated in Porirua, handy for when friends and family need somewhere to stay.

Ph 04 235 9599, email [info@murtons.co.nz](mailto:info@murtons.co.nz) or visit [www.murtons.co.nz](http://www.murtons.co.nz)

*I'm sure that there must be club members who would like some free advertising, so if you own your own business and would like it mentioned on this page, then please contact the editor on 564 3045 or (preferably) email [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz)*

## News Flash – June 2004 – Council Will Prosecute South Coast & Red Rocks

Did you know that the Wellington City Council is rehabilitating the coastline westward from the old Ohwhiro Bay Quarry?

And did you know that they are fed up with trail bikes and 4wd vehicles driving on the area they're trying to protect and develop?

The Council have advised us that they will **prosecute** anyone they find has been in the rehabilitated areas and especially if they have caused damage or left tracks.

And it has started already - the Police have recently prosecuted a trail rider who was seen doing this.



**New Zealand Four Wheel Drive Association**  
**National President**  
**C/- Box 48 176**  
**Silverstream**  
**Upper Hutt**



Cross Country Vehicle Club (Wgtn) Inc  
Te Puni Mail Centre  
Wellington

30 June 2004

An Open Letter to Members

Dear All

Of course you all know that I now have the honour of being elected to the office of National President of the New Zealand Four Wheel Drive Association, but of course I am still a member of CCVC as well.

As such I was present last Club night when the NZFWDA Delegate read out a statement that purported to represent a summary of what happened at the recent Conference and AGM held in Taupo.

Regrettably, Paul's recollection of what actually occurred there is significantly different to mine. Indeed, listening to Paul's debrief left one wondering if he had attended the same meeting as I !

What I would like to advise, is what actually did happen at conference, and what progress was made.

Paul made an issue of the lack of agenda. However, that was quite deliberate. In years gone by, agendas have been prepared and supporting speakers arranged. However, feedback indicated that this type of rigid agenda did not satisfy the wishes of the Membership and Delegates.

This year, the emphasis was placed on flexibility. The first agenda item was in fact to set the agenda for the remainder of the conference. This meant that Delegates would themselves decide what was of significance to them to discuss and debate. From my memory, on all issues, debate was lively and very constructive. Indeed, Paul seemed actively involved in all the debate that took place.

Point two that Paul made was that the Executive withdrew for over an hour to carry on their own business. Again, this was planned, and has worked well over the past few years.

Remember, the Executive are volunteers too. Their time is equally as precious as Mr Adams', and yet he would have the Executive spend more time in Taupo than he would be prepared to. In times gone by, the conference would start in the afternoon, so that the Executive could hold their meeting in the morning. This wastes valuable time for everyone, and lessens the deliverables to Member Clubs.

So, our choice is to retire and allow conference to continue. It seems Paul regards this as rude – yet no other delegates have recorded such an impression. There is also the advantage that the Conference are able during the Executive's absence to discuss the Executive's performance – at least an advantage for some I would have thought.

So what did actually happen?

Well, the recent changes to the Health & Safety in Employment Act were early on in the proceedings, with Paul being an active participant in the debate. This was linked in to the suggestion of a combined H&SE and Land Access workshop to be scheduled for mid winter in Rotorua – this based on the very successful workshop run there last year (dates being finalised now)

Updates on Tongariro and the 42 Traverse followed, and then we were entertained by Bobby, editor of 4x4 Action magazine.

During the Executive's retirement, Paul chaired the meeting that went on to discuss and recommend a series of objectives. These are to be taken to the Executive meeting later in July for evaluation, and to see what implementation strategies we can adopt.

Presentations were made by ARB on their extensive range, before they beet a retreat back south.

Discussion took place on the wording of a Statement that I and Peter Vahry put together for the Outdoor Recreation and United Future Parties. In the end, the changes that were made were quite trivial – yet again, Paul was an avid contributor, and I was at least pleased to note that on this point he did at least make some limited reference to the Club.

A mini jamboree was laid on by the Taupo 4WD Club, at a property to the north-east of town. Again, Paul was one of the most active participants. Like all things, all work and no play...etc. Delegates need a little light relief as well.

A meal was enjoyed back at the hotel that night, with delegates mingling freely afterwards to discuss the various topics of the conference. Again Paul, aided by Neil Blackie, were in strong evidence as they passed from Delegate to Delegate engaging in dialogue with all and sundry.

The following morning saw a review, before entering into the AGM.

Now it is customary practice that fees are set at AGM. In keeping with previous years, the fees are actually set a year in advance – i.e. this years fees were actually set last year – this AGM set them for 12 months hence. This practice was brought about at the request of Clubs, so that they had certainty in setting their own fees for the season. Historically, the Association would set fees after many Clubs had set theirs, and any fee change caused havoc for those clubs. So we have a compromise.

Other avenues have been explored in the past, and changing the Association fiscal calendar would fix the problem for some Clubs, but introduce problems for others. Clubs seem to have their financial years spread pretty evenly around the calendar!

On the subject of fees, a strong debate over the desirability of raising fees by 25% was defeated, yet Paul was a strong advocate of fee increase. To the smiles of other delegates, Paul's vote in favour of an increase was cancelled out by Neil voting against.

The second part of the debate on monies, focused around the division of revenue between the Zones and the National body. Central Zone by its very nature of being more independently active of the National body, made strong submission that a greater percentage of the subscription amount should be allocated to their coffers. Northern Zone, who tend to work more closely with the National body required less.

In the end, a most generous offer from Northern Zone President, Simon Bishop, to make up any shortfall by Central Zone from Northern Zone funds was gratefully accepted, and the percentage split resolved at a relatively low level.

Later on, both Paul and Neil chose to abstain on a vote called to ratify my election as President, and that is a matter for the Club to make a judgement upon.

However, what was very sad to note was only two delegates in attendance rather than the four (or is it five?) the Club was entitled to.

In summary then, I attended a very lively, very informative and very decisive conference at Taupo. The so-called report Paul read out at Club Night was certainly not in my estimation, a fair reflection of what actually transpired. Had CCVC delegates concentrated on the positive aspects of Conference and not some other agendas, then CCVC as a whole might have benefited far more.

Andy Cockroft  
National President and CCVC Member

The latest hot item being nicked is the spare wheel off four wheel drives. So lock yours if it isn't already. :-)



# Welfare Report - July 2004

Greetings all!

It seems a few months have snuck by since committee elections, and a few club mags, without a Welfare Officers article. So, here goes!!

Firstly, belated get better quick wishes to Bruce Mulhare. Hopefully your recovery has been speedy after your gall balder op.

*"Management" has passed on a message: - Please note that we approved your membership into this club with all your appropriate parts. The recent fashionable of getting bits'n pieces removed is concerning "us" deeply. We therefore wish to pass a recommendation that all members are to submit to committee, in triplicate, with the minimum of 6 weeks notice, application for removal approval (forms pending) before having any further parts tampered with. We cannot allow people to go about the place getting parts removed holus bolus without concern.*

(Smile folks - it's a joke, but should you know of any people that have been ill, or in a rough patch please DO let the Welfare Officer know.)

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Second, we must welcome Sue Jensen to the Roll Over Club. Sue celebrated her recent full membership to CCVC with a wee roll in the hay (but overshot a little). Sue, you are now a member of a highly prized (I'd like to say exclusive - but recently SOME people have been getting carried away and making it a hobby) group of brave people to survive the Upside Down Oopes and come out smiling. We congratulate you on your brave attitude and wish to remind you (and all members of the club) that we are here to help, support, and share the joy of four wheeling driving.

Third, I'm sure everyone will agree with me in passing on best wishes to Grant Purdies' Mum. Who recently was tasked with the dubious job of quality checking the hospital care service and food for a night or two. A tough job, but no worries I'm

sure, after all she raised Grant!! \*wink\* Welcome home again and may your recovery be speedy.

Second to last, a reminder - The latest hot item to collect without permission is the wheels from our beloved trucks (especially the back ones) - please ensure yours is securely locked into place to avoid the hassles.

Last - July is International Appreciate your local 4WD club Welfare Officer month. All presents of 4WDing accessories (I need a winch), wine, chocolates, wine, and monetary gifts can be sent to me via the club. \*wink\* It's a dirty job, but someone's gotta do it!!!

Keep smiling all, and go get muddy!

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### **FOR SALE**

- 1 Hilux diffhead 4.8:1 ratio, suitable for front diff. \$100
- 1 '89 Surf long axle housing (from drum to drum minus diffhead) \$50
- 2 Wrangler AT tyres 235x75x15 \$140pr.

*Contact Rochelle ph. 569 3355*

## For Sale

### **1988 Escudo (Vitara) 3-door**

Dark blue, 1.6 litre 8-valve fuel injected, 5-spd manual. Good mechanical, body and interior condition. P/S, A/C, P/W, Radio/cassette. 140,000 km. Safari snorkel air intake, plus under-bonnet K&N oil-foam air cleaner.

Full OME suspension lift kit - longer springs and H/D shocks, plus 25mm spacers on top spring mounts. ARB rear Air-locking diff and compressor. 30x9.5x15 Kumho 833 (R) and Hankook (F) MT tyres - little wear - on white spoke wheels. F/W hubs on front. ARB bullbar with winch mounting (No winch). Twin Narva spotlights. H/D rear tow hook/towbar. New H/D clutch, rear brakes fully reconditioned, and reconditioned power steering unit recently fitted. The vehicle has only been used for "Shiny 4x4" offroading - no hard yakka offroading and no offroad competition.

Current registration, WOF, and CCVC safety certificate.

It also currently has a CCVC club radio and regulation fire extinguisher, but these will be removed.

Only reasons for sale: 3 vehicles crowded into space for 2, Pajero 3.5 SWB now has 32" MTs!

\$7,500.00

[Philip.Bridgen@paradise.net.nz](mailto:Philip.Bridgen@paradise.net.nz) (H) or [Philip.Bridgen@natlib.govt.nz](mailto:Philip.Bridgen@natlib.govt.nz) (W)  
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## June Committee Meeting Highlights

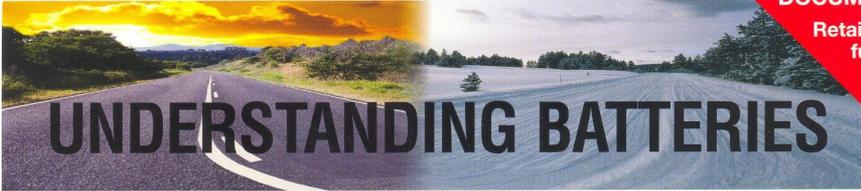
- Subs - draft of invoice approved and will now be forwarded for printing and dispatch to members.
- Tow hook specifications - final document approved and to be forwarded to vehicle inspectors ASAP for current round of vehicle inspections. Document also to be updated on the members only website.
- Tow hook specifications - a number of other clubs have expressed interest in obtaining a copy of our specifications. Agreed to share these with other clubs and offer through the association in the interest of improving safety throughout NZ.
- Vehicle inspection stickers - new stickers printed and will be delivered to inspectors.
- NZ4WDA delegate - Paul Adams has resigned as our delegate .....feel free to volunteer!
- Committee - there are still vacancies on the committee and members are encouraged to join and have a greater input to their club.
- Foreshore & Seabed - Members encouraged to look at a internet site set up by the National Party ([www.foreshore.co.nz](http://www.foreshore.co.nz)) and to forward submissions if they feel so inclined. The club will email some information to members shortly.
- Training - it was agreed not to accept the commercial proposal from OHNZ at this stage.
- New members - Bruce Wilson (Toyota)
- Next club meeting - Grant will be away on a long planned holiday so meeting will be chaired by our vice president, Mr Roger Seymour.



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THIS THE FIRST IN A SERIES OF BULLETINS PRODUCED BY CENTURY YUASA BATTERIES TO ASSIST OUR CUSTOMERS' UNDERSTANDING OF HOW OUR LOCAL CONDITIONS AFFECT BATTERY PERFORMANCE

## ISSUE #1

# Why batteries need replacing.

**Common reasons for 'end of battery life' fall into a limited number of categories.**

### 1. Batteries that don't need replacing

A recent battery study has shown up to 15% of batteries are simply flat or partially discharged. Batteries in this condition and which can be fully restored after recharging can be reinstalled in the customer's vehicle. It is important to test all batteries being replaced as there may be a problem with the vehicle's electrical system.

### 2. Battery Application Failure

This occurs when a battery has prematurely failed due to conditions of use commonly found in our climate. Such failures include:

- **Neglected maintenance.** Required maintenance of the battery is neglected. Every six months the acid level of the battery needs to be checked and topped up if necessary so that the internal battery plates are covered with acid. Use distilled water if available otherwise tap water will do. Remember, the battery fluid is approximately one third mixture of sulphuric acid – read and understand the warning labels on the battery. If the battery plates are exposed, irreversible corrosion quickly takes

place and a premature end to the battery's life occurs. Batteries with high acid volume above the plates starts to lose acid due to evaporation, thus leading to premature battery failure.

- **High under-bonnet temperatures.** Today's motor vehicle manufacturers crowd more and more equipment under the bonnet. This equipment runs at high temperatures. The battery is placed alongside this heat generation and in conjunction with our hot summers, the battery starts to lose acid due to evaporation, thus leading to premature battery failure.
- **Vibration effects.** Our road conditions compared to that of the US or Europe impose more stress on motor vehicles which ultimately can reduce the battery life. Excessive vibration can cause physical damage to the battery. Damage by vibration includes cracking of componentry, shedding or loss of paste from the battery plates as well as short circuiting of the battery due to plates coming into contact with each other.
- **Overcharging.** One of the battery's greatest enemies is the vehicle's electrical system that can overcharge the battery. Overcharging severely reduces the battery life. The signs of this occurring is black battery fluid and sometimes a sulphur smell. Vehicle electrical systems should be checked annually by an expert.
- **Undercharging.** This occurs when the vehicle's electrical system has gone off kilter. Undercharging the battery means loss of starting capacity – the battery cannot do its job – premature failure will take place because of this capacity shortfall.

### 3. Plate or Grid Corrosion

The internals of a battery is made up of positive and negative plates. Each plate is made up of a grid where active material called paste is squeezed into the grid which when hardened, becomes a plate.

Grid corrosion of the positive plate within a battery is a normal 'end of battery life' condition that is commonly caused due to higher operating temperatures, overcharging or loss of acid. When this occurs the grid of the positive plate can completely oxidise and disintegrate due to these operating conditions. Century Yuasa Batteries produces grids that have been hardened with a metal called antimony which results in a higher corrosion resistance than alternative types like calcium lead grids. Higher volume of acid above the plates can help overcome this problem allowing the batteries to operate more successfully in New Zealand's conditions.

Also, if a battery stands in a partial or in a flat condition for long periods of time or is continually undercharged, the paste changes to a compound called lead sulphate. Depending on the length of time the battery remains in this condition, irreversible damage may occur. In addition, if the acid level in the battery is low, the exposed part of the plates will be damaged. Therefore batteries with higher acid levels will go a long way to reducing such problems and assisting longer battery life.

### 4. Open Circuit

Including causes such as:

- **Broken cell to cell connection.** This is where there has been a complete failure of the intercell weld (refer Picture 1 Insert A). Weld quality is critical for reliable battery performance and good working life. This problem is largely minimised by manufacturers like Century Yuasa Batteries and other leading manufacturers, due to accredited Quality manufacturing processes.
- **A broken busbar.** This type of failure can be caused by excessive corrosion of the busbar due to low electrolyte level in the battery (refer Picture 1 Insert B). Excessive overcharging and/or high operating temperatures can also

lead to accelerated corrosion of the busbars leading to breakage and an open circuit. Batteries with the capacity for higher electrolyte levels will help to ensure a longer battery life.

### 5. Short Circuit

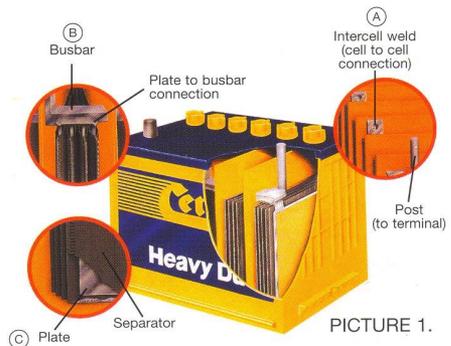
Including causes such as:

- **Plate to busbar short circuits.** Can result from bent plates contacting the busbar, or corroded positive plates thereby contacting the busbar and causing a short circuit (refer Picture 1 Insert B). This fault can be age related and can be a normal 'end-of-life' condition. It can also be a result of overcharging, cycling or high operating temperatures.
- **Plate to plate short circuits.** Occurs when positive and negative plates make contact causing a short circuit, resulting in battery failure. Vibration can cause the plates to wear or pierce the separator material leading to a short circuit (refer Picture 1 Insert C). Century Yuasa Batteries utilise strong Polyethylene Envelope separators which makes them less susceptible to this problem.

### 6. Worn out or 'End of Life' conditions

The normal 'end of life' condition in a battery is when one or more cells cease functioning due to the positive grids oxidising and finally collapsing. Operating temperatures have a definite effect on battery life and high temperatures will accelerate these 'end of life' conditions.

For more information contact your nearest Century Yuasa Sales Office on **0800 C<sup>2</sup>E<sup>3</sup>N<sup>6</sup>T<sup>8</sup>U<sup>9</sup>R<sup>7</sup>Y<sup>6</sup>.**



PICTURE 1.

Disclaimer: Century Yuasa Batteries Pty. Ltd. does not take any responsibility for any inaccuracy of the information contained herein.



## **Devils Mile revisited – May**

This trip was cancelled but the following is a report on the recce done by Ron Wadham and gives an insight to some of the work that goes on behind the scenes when preparing for a trip. In this case Len Priddle went along with Ron on the Thursday before the trip to do a recce.

Ron wrote the following account of the recce on the trip sheet

Trip was for Sunday May 23<sup>rd</sup> but was cancelled again.

On the recce we were crossing a stream on Te Awaiti station which was deep and I came to a stop. I then put my diff lock in & drove out. Len followed me but was slightly to the left of where I crossed & he stopped & his motor stopped. I backed back & tried to strop him but failed. I drove up the track and turned around to winch him but failed. I had my 4 wheels blocked but I just kept sliding. We then put a strop around a large rock on the bank then attached a snatch block. I then drove up the slope and put my back wheels over the bank, then took the winch cable to the rock through the snatch block, then to Lens vehicle, through another snatch block and back up to the rock with a chain around the rock. By this time Lens vehicle was full of water – it was up above the glass line on the rear side windows – he would have had over 1 ton of water inside. It was heavy winching up the bank and out of the stream. I towed Len back to the farmhouse and Len rang the AA who sent a truck to meet us. We met by the windfarm, put Lens 4WD on the back of the truck and took it to Lens house at Eastbourne.

PS – no damage to Lens motor.

---

## **Odlins Road Sunday 20<sup>th</sup> June - Club 4x4**

Well four of us met at the car park on this wet and windy Sunday morning. Steve as trip leader in his Toyota, PJ in his Cruiser, Ben and his mate in his Pajero and myself and Richard (co pilot) in the Nissan.

Now for the reason why I am doing the trip report. Normally it is for the first truck stuck and has to be towed out of **trouble**, well yes I took a wrong line and got into the sh-t. As I backed up, Steve who was faster than lightning or before I could say 'no it will be OK' had A STROP ATTACHED and proceeded to pull me back into the sh-t. In the end I backed up and drove out under my own power. The strop had been attached so the report was mine.

Back to the start; We left the car park around 10am. Due to the weather Steve suggested that we would not do any side trips. However with a little bit of gently persuading from Ben, off we went down this side track with me as tail end Charlie. Half way down Steve calls up to say we needed to do a bit of road maintenance on the way down, as this would help us get back up. That

sounded a good idea and the rain had all but stopped so out came the chain saws and down went a couple of trees. This gave us more room to play with on the return trip. (However, this is where I stuffed up).

We carried on down the side track to an intersection, Steve pulled over. Ben and myself were the only two going to give the last down hill run a go. So down we go. This is my first time on this side track and we got to where I thought we were turning around, I was mistaken - so further down we go. We reach the gate, turn around and now I am leading the way back. Half-way back through a bog I come to a stop. 'Great!' I think, now I can try out this new dif locker. In goes the locker and out comes the Nissan (what a great investment) on we go and about 500 metres from where we left Steve in goes the locker again great no stopping me now! Then all of a sudden there is an almighty bang. I couldn't stop and the truck kept on going, Back at the top is Steve and when I reach him we have a look at the truck. Steve spots my left hand front wheel rim - it was twisted out of shape! There must have been something damn solid in the last bog to be able to do that damage.

PJ had walked down to see how we were getting on, once he returned we were on our way back towards the main track. We got to the place where we did the maintenance and this is where I took the wrong line. Steve is out with his strop, pulls me deeper into the problem, then off goes the strop, I back up, get a better line and drive out with no problems. (except being landed with the report to write!).

Back on the main track we head off for the hut. We get to the car park at the top of the ridge where a number of bikies were stopped having lunch. We kept on going, down at the cross roads we stopped for a play. Ben takes off up the hill with these 35in Mudzillers. At the top we can hear him having some problems but he did get to the top because he came down front first, then off heads PJ he gets just over half way and after a couple of times gives up. Now it is my turn, in the past, the best I have ever done is to where PJ got to - so this was going to tell me how good this locker is. Off I go past half way all going well - heading for the top - get to the top but could I get out of the holes Ben left behind? Not a chance in hell - locker or not, so I had to return in reverse.

On to the hut for a late lunch. Because of all the rain it would be pointless trying to cross the river so Steve decided that we would head back to the main road from the shed so before we left, I took my co pilot Richard down to have a look at the river before leaving as he had never been down Odilns road before. There was no way that we would have got across the river as it was well in flood.

Back we go and it is not long before we are back at the car park on the top

of the ridge. On we go and about half a km down - all of a sudden a bikie jumps out in front of us! He was pleased to see us as he had been over the side for about 15 minutes trying to retrieve his bike. On his way up the track he hit a large rock on the road the bike headed over the side as he bailed off. Out with a strop around the handle bars three pulling from the road and two of us down with the bike and in no time we had it back on the road and he was on his way again. We headed on down to the main road with no other stops! Thanks to Steve for a great day.

Noel Cook – K249



### ***Want to know the reason to put chains on the rear only if you've got only 1 pair? Going downhill?***

You're out on a nice snowy trail, and you put your only pair of chains on the front wheels, since the chains multiply traction like you wouldn't believe. You figure it's sort of like the front wheel drive theory, you'll have the best traction on the turning wheels to pull you through corners. You are right, and you laugh haughtily as you watch your rear chained friends take corners wide, miss corners, and generally not have a lot of directional control. Then you come to a big hill you have to go down. Your rear chained friends go down no problem, except a few missed a turn in the middle and had to get winched back on track. Now your gonna show 'em how it's done, figuring your front drive chains will pull you through the corner. You start down, and notice the hill is a little off camber. Then you notice your back end is swinging out, and catching up to the front quite quickly. You now find you are going down the track almost sideways, and finally enough snow gets piled up next to your sideways sliding tires to tip the jeep over. On your side, you take off sliding down the hill on your sheetmetal, plowing into your friends who are standing in awe in front of their trucks at 30+, killing all of them except one, who was off taking a leak. But before it fully sinks in that you have to find new drinking buddies, you pile into the side of a pickup with those dreaded side tanks and blow up in a fiery conflagration. If there is such a word. Anyway, what happened?

Well, you forgot that your rear tires weren't passively following, like on a true front wheel drive, they were spinning. Spinning without much traction. This leads to sliding. Your front tires, with the chains, had great traction, and weren't going anywhere. The off camber nature of the trail (and if not that then the corner would have) caused gravity to push your sliding rear end down; you were an upside down pendulum, with the pivot being your front tires and not enough traction in back to keep your rear from coming around. If you could go perfectly straight down a perfectly even trail, with no off camber, your rear would have stayed balanced behind your front. If you find a trail like this, let me know.

Your rear chained friends, had they lived, would have explained to you that their pivot was on the back, and so going down hill kept them in a stable position. Going uphill they are at a disadvantage, but they have the added control of being able to turn the front wheels and control to some degree the direction they are spinning, and therefore the sliding. But not a whole lot (in a chained rear wheel drive car the front tires aren't spinning, so although still a bitch in snow up steep hills, not nearly so bad).

Anyway, upon returning from bleeding his lizard, your sole surviving friend surveyed the scene and did what any intellignet person would do: he took a pair of chains from one of his (now dead) friends rigs. With chains all around he was stable up and down hills, had chains pulling him around corners, and also generally enjoyed a whole lot more traction than he had before.

## Cross Country Vehicle Club (Wellington) Inc

### 2004 Club Champs - Round 1

16 May 2004 Humes Farm

Name	Vehicle	Std/Mod	Round 1	Place
Phil Collins	Subaru	Modified	0	1
Gary Muir			40	2
Brian Howat	Homebuilt	Modified	60	3
Mark Stockler	Land Cruiser	Modified	80	4
Colin Landy	Suzuki	Modified	110	5
Layne Jones	Suzuki	Standard	170	=6
Larry Haines	Nissan	Modified	170	=6
Ryan Bold	Suzuki	Standard	170	=6
Pedro Osborne	Subaru	Modified	200	9
Eric Dodds	Nissan	Modified	230	=10
Kane Hargreaves	Suzuki	Standard	230	=10
Julian Rivers	Suzuki	Modified	240	12
Ben McLardy	Pajero	Standard	250	=13
Ross Alcock	Suzuki	Modified	250	=13
Roger Seymour	Nissan	Modified	330	15
Gerald Bull	Suzuki	Modified	340	16
Conwae Langford	Surf	Standard	360	17
James Pakai	Surf	Standard	370	18
Brent Chapman	Suzuki	Modified	380	=19
John Hughes	Trials Car	Standard	380	=19
Andrew Gee	Subaru	Modified	410	21
Glenn Bullock	Land Cruiser	Modified	460	22
Anthony	Land Cruiser	Standard	530	23
Mark Bullock	Suzuki	Standard	580	24
Andrew Farmer	Land Cruiser	Modified	590	25
Howard Yates	Land Cruiser	Standard	610	=26
Grant Kirby	Land Cruiser	Standard	610	=26
Neil Blackie	Land Rover	Modified	640	28
Warren Perry	Land Cruiser	Standard	690	29
Jay Montilla	Nissan	Standard	840	30
Matt Paulin	Nissan	Standard	960	31

## Club Presentation Night

As usual John Vruink turned on an excellent presentation evening at the Pe-tone Workingmans Club a month or so back. It was well patronised with a lot of members also having dinner at the club. The turn out was the most yet, so make sure you don't miss the next one.

And, of course, the major prize of a set of Cooper tyres was awarded to Geoff Lowe - and judging by the photo below he has tried them out as well. Good on ya, Geoff!



# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Boiler Gully Area

Venue: Akatarawa Forest Category: Club 4x4

VEHICLE CLUB  
Wellington (inc)

Trip Leader: Leon Zwetsloot Phones: 04 528 3388 Callsign: K 28

Bookings Required: No  Yes  Book with Trip Leader before: 3<sup>rd</sup> July

Limited Numbers: No  Yes  .....

### Trip Meeting Point:

Totara Park Bridge

Meeting Time Date: Saturday 7<sup>th</sup> July 2004 Time: 9:15 am

Drivers Briefing Date: Saturday 7<sup>th</sup> July 2004 Time: \_\_\_\_\_

Trip Departure Date: Saturday 7<sup>th</sup> July 2004 Time: 9:30 am

### Alternative Meeting Point:

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point:

Totara Park Bridge

Date: Saturday 7<sup>th</sup> July 2004 Time: 4:30 pm

Fuel required for: 50 / 1 Kms / Days Available at: Upper Hutt

Food & Drink for: 50 / 1 Days Available at: Upper Hutt

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

### Weather restrictions:

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

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

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

### Pets:

- No
- Yes
- Only if kept in vehicle

### Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

### Vehicle requirements:

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

### Track type:

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

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

### Notes:

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Roller Coaster

Venue: The Roller Coaster Category: Hard Yakka

VEHICLE CLUB  
Wellington (inc)

Trip Leader: Roger Seymour Phone: 04 586 2518 Callsign: K 110

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

Limited Numbers: No  Yes  .....

### Trip Meeting Point

*SH 58 and Moonshine Rd – to be confirmed*

Meeting Time Date: Saturday 17<sup>th</sup> July 2004 Time: 9.00am  
 Drivers Briefing Date: Saturday 17<sup>th</sup> July 2004 Time: \_\_\_\_\_  
 Trip Departure Date: Saturday 17<sup>th</sup> July 2004 Time: 9:15 am

### Alternative Meeting Point

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point

*Cookes bridge 9pm or alternative at Maungakotukutuku at 10pm*

Date: Saturday 17<sup>th</sup> July 2004 Time: \_\_\_\_\_

Fuel required for: 1 day Kms / Days Fuel available at: \_\_\_\_\_

Food required for: 1 day Days Food available at: \_\_\_\_\_

Drinks required for: 1 day Days Drinks available at: \_\_\_\_\_

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

### Weather restrictions:

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

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- \_\_\_\_\_
- \_\_\_\_\_
- Experienced drivers
- Dry Wet

### Pets:

- No
- Yes
- Only if kept in vehicle

### Vehicle type:

- \_\_\_\_\_
- SWB only
- Club Radio Required

### Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- \_\_\_\_\_
- \_\_\_\_\_
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

### Track type:

- |                                     | Mostly                              | Some                                | Optional                            |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

The Trip Leader has the authority to reject vehicles/drivers that do not comply with Trip Categories, or special conditions indicated on this form.

Notes: *Note 2 start points*

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: White Rock Station and Tora

Venue: Wairarapa Coast Category: Shiny 4x4

VEHICLE CLUB  
Wellington (inc)

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

Bookings Required: No  Yes  Book with Trip Leader before: Fri 16 July

Limited Numbers: No  Yes  12

### Trip Meeting Point:

*Mobil Featherston (Revans St, at rear)*

Meeting Time Date: Sunday 18 July 2004 Time: 9:30 am

Drivers Briefing Date: Sunday 18 July 2004 Time: 9:45 am

Trip Departure Date: Sunday 18 July 2004 Time: 9:50 am

### Alternative Meeting Point:

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point:

Tora

Date: Sunday 18 July 2004 Time: 4:00pm

Fuel required for: 170 km Kms / Days Available at: Featherston / Martinborough

Food & Drink for: 1 Days Available at: \_\_\_\_\_

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

### Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am .....

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

### Pets:

- No
- Yes
- Only if kept in vehicle

### Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

### Vehicle requirements:

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

### Track type:

Mostly	Some	Optional
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Notes: *Bookings essential*

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Back at the Ruts

Venue: Akatarawa Forest Category: Shiny 4x4

VEHICLE CLUB  
Wellington (inc)

Trip Leader: Ian Dixon Phones: 04 563 7610 Callsign: K 66  
027 457 6767

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

**Trip Meeting Point:** Cnr State Highway 2 and Moonshine Road - park clear of road

Meeting Time Date: Saturday 24<sup>th</sup> July 2004 Time: 9:00 am

Drivers Briefing Date: Saturday 24<sup>th</sup> July 2004 Time: \_\_\_\_\_

Trip Departure Date: Saturday 24<sup>th</sup> July 2004 Time: 9:15 am

**Alternative Meeting Point:** Date: \_\_\_\_\_ Time: \_\_\_\_\_

**Expected Finishing Point:** Moonshine - Cooks Rd  
Date: 24<sup>th</sup> July 2004 Time: 4:30 pm

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

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

**Weather restrictions:** **Possible vehicle damage expected on trip:**

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

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

**Trip suitable for:**

- Novice drivers
- Average drivers
- Experienced drivers

Dry  Wet

**Pets:**

- No
- Yes

Only if kept in vehicle

**Vehicle type:**

- Any vehicle
- SWB only
- Club Radio Required

**Vehicle requirements:**

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

**Track type:**

Mostly	Some	Optional
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Conditions of land access:**

**Notes:** Chainsaws, pruning saws, picks etc for a bit of track maintenance

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

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Ladies Day

Venue: Akatarawa Category: Family Shinny

VEHICLE CLUB  
Wellington (inc)

Trip Leader: Lynn Philip Phones: 04 564 2611 Callsign: K 05  
027 686 6197 K 255

Bookings Required: No  Yes

Limited Numbers: No  Yes  .....

### Trip Meeting Point:

Totara Park bridge - turn left

Meeting Time Date: Sunday 25<sup>th</sup> July Time: 9.30am

Drivers Briefing Date: Sunday 25<sup>th</sup> July Time: 9.45am

Trip Departure Date: Sunday 25<sup>th</sup> July Time: 10.00am

### Alternative Meeting Point:

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point:

Totara Park

Date: Sunday 25<sup>th</sup> July Time: 4.00pm

Fuel required for: 1 Day Available at: \_\_\_\_\_

Food & Drink: \_\_\_\_\_ Days Available at: \_\_\_\_\_

Trip Fee: \$20.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

### Weather restrictions:

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

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- Novice drivers  
 Average drivers  
 Experienced drivers

### Pets:

- No  
 Yes  
 Only if kept in vehicle

### Vehicle type:

- Any vehicle  
 SWB only  
 Club Radio Required

### Vehicle requirements:

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

### Track type:

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

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

**Notes:** *This is not a serious day and please ensure that you bring your fun side for the day*

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: 12 Huts – Over Night at Akatia Hut

VEHICLE CLUB  
Wellington (inc)

Venue: Akatia Category: Shiny 4x4 / Club

Trip Leader: Eric Bon Phones: 04 565 1597 Call sign: K 77

Bookings Required: No  Yes  Book by: 27th July Contact trip leader   
for more details:

### Meeting Point:

*tba*

Meeting Time Date: Saturday 31st July Time: 4:00 pm but to be confirmed

Drivers Briefing Date: Saturday 31<sup>st</sup> July Time: \_\_\_\_\_

### Expected Finishing Point:

Date: Sunday 1st Aug Time: Midday

Fuel for: 1 day Kms Available at: \_\_\_\_\_

Trip Fee: \$15.00 Per vehicle/day

### Weather restrictions:

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

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

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

### Pets:

- No
- Yes
- Only if kept in vehicle

### Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

### Vehicle requirements:

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

### Track type:

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

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

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:** *This venue is not confirmed – keep in contact with Eric. This is another of the 12 huts in 12 months. Trip Sheet completed prior to confirmation – details to be supplied at clubnite.*

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Night Drive

Venue: Akatarawa Category: Family Shiny

VEHICLE CLUB  
Wellington (inc)

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

Bookings Required: No  Yes  Book with Trip Leader before: \_\_\_\_\_

Limited Numbers: No  Yes  .....

### Trip Meeting Point:

*Totara Park Bridge – across bridge then turn left*

Meeting Time Date: Saturday 7<sup>th</sup> Aug 2004 Time: 4:30 pm

Drivers Briefing Date: Saturday 7<sup>th</sup> Aug 2004 Time: 4:50 pm

Trip Departure Date: Saturday 7<sup>th</sup> Aug 2004 Time: 5:00 pm

### Alternative Meeting Point:

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point:

*Bulls Run Rd*

Date: Saturday 7<sup>th</sup> Aug 2004 Time: 8:30

Fuel required for: 35 km Kms / Days Available at: Upper Hutt

Food & Drink for: 1 Days Available at: \_\_\_\_\_

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

### Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am .....

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

### Pets:

- No
- Yes
- Only if kept in vehicle

### Vehicle type:

- Any vehicle
- SWB only
- Club Radio Required

### Vehicle requirements:

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

### Track type:

Mostly	Some	Optional
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

### Notes:

# Cross Country Vehicle Club (Wellington) Inc.



## Trip Information Sheet

Trip Name: Combined Training Modules

Venue: South Coast Category: Training

VEHICLE CLUB  
Wellington (inc)

Trip Leader: Roger Seymour Phone: 04 586 2518 Callsign: K 110

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

Limited Numbers: No  Yes  .....

### Trip Meeting Point

Brooklyn Wind Turbine

Meeting Time Date: Sunday 8<sup>th</sup> Aug 2004 Time: 9.30am

Drivers Briefing Date: Sunday 8<sup>th</sup> Aug 2004 Time: \_\_\_\_\_

Trip Departure Date: Sunday 8<sup>th</sup> Aug 2004 Time: 9.45 am

### Alternative Meeting Point

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### Expected Finishing Point

Quarry or Station on South Coast

Date: Sunday 8<sup>th</sup> Aug 2004 Time: 4.00

Fuel required for: 1 day Kms / Days Fuel available at: Karori

Food required for: 1 day Days Food available at: \_\_\_\_\_

Drinks required for: 1 day Days Drinks available at: \_\_\_\_\_

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

### Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am .....

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- 
- 
- Experienced drivers
- Dry Wet

### Pets:

- No
- Yes
- Only if kept in vehicle

### Vehicle type:

- 
- SWB only
- Club Radio Required

### Vehicle requirements:

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

### Track type:

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

The Trip Leader has the authority to reject vehicles/drivers that do not comply with Trip Categories, or special conditions indicated on this form.

Notes: Books essential - Visitors Fee will apply

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Trip Name: Johnson's Road Work Party No. 7

Venue: Whiteman's Valley Category: Hard Yakka

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

Bookings Required: No  Yes  Book by: Thu 18 March Contact trip leader   
for more details

**Meeting Point:** Could be one of several locations. Find out when making your booking.

Meeting Time Date: Sun 8 Aug 2004 Time: 9:20 am

Drivers Briefing Date: Sun 8 Aug 2004 Time: 9:30 am

**Expected Finishing Point:** As above

Date: Sun 8 Aug 2004 Time: 4 pm approx, earlier if possible

Fuel for: 20 Kms Available at: Hutt Valley

Trip Fee: \$Nil Per vehicle/day

**Weather restrictions:**

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

**Possible vehicle damage expected on trip:**

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

**Trip suitable for:**

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

**Pets:**

- No
- Yes
- Only if kept in vehicle

**Food:**

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

**Vehicle requirements: \***

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

**Track type:**

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

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

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:** *This will be a work party, some work and not much driving, continuing to clear the way through this relatively virgin but unformed public road. Depending on the start point, some vehicles may be left parked at the start of the unformed road. Winching a necessity, superwinch will be on site if needed.. Please bring normal equipment & appropriate gardening tools.*

\* The vehicle requirements above apply only to those vehicles that enter the unformed road, however confirm when booking.

\*\* There are some very steep sidings, some in excess of 35 degrees, if we get that far.



# 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: 14/7/04 To: 31/12/04

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 14/07/04	1	Club Night	Meetings	PWMC	-iba-	-iba-	C	7:30 pm	1101
Sat 17/07/04	1	Roller Coaster	Hard Yakka	Akas	Roger Seymour	Roger Seymour	C	Bookings required	1117
Sun 18/07/04	1	White Rock Station and Tora	Shiny 4X4	Wairarapa	Ron Wadhams	Ron Wadhams	C	Bookings only	1080
Mon 19/07/04	1	safety sub committee	Meetings	-iba-	-iba-	-iba-	T	Carl Furniss	1125
Sat 24/07/04	1	Back to the Ruts	Shiny 4X4	Akatarawa Forest	Ian Dixon	Ian Dixon	C		1122
Sun 25/07/04	1	Ladies Day	Family Shiny	Akatarawa Forest	Lynn Phillip	Lynn Phillip	C		1118
Wed 28/07/04	1	Committee meeting	Meetings	Wrightsons Porirua	-iba-	-iba-	C		1126
Sat 31/07/04	1	FBCC	Meetings	Foxton	Grant Purdie	Grant Purdie	C		1127
Sat 31/07/04	2	12 Huts - Akaitia Hut	Shiny 4X4	Akaitia Hut	Eric Bon	Eric Bon	C	Bookings only	1130
Sat 07/08/04	1	Boiler Gully	Club 4X4	Akatarawa Forest	Leon Zweisloot	Leon Zweisloot	C		1120
Sat 07/08/04	1	Night Trip	Family Shiny	Akatarawa Forest	Ron Wadhams	Ron Wadhams	C		1121
Sun 08/08/04	1	J Rd # 7	Hard Yakka	Whiteman's Valley	Grant Purdie	Grant Purdie	C		1119
Sun 08/08/04	1	Combined Training	Training	South Coast	Roger Seymour	Roger Seymour	T	Bookings	1131
Mon 09/08/04	1	Web Project	Meetings	iba-	Mark Wilson	Mark Wilson	C		1128
Wed 11/08/04	1	Club Night	Meetings	PWMC	-iba-	-iba-	C	7:30 pm	1102
Sat 14/08/04	1	-iba-	Hard Yakka	-iba-	-iba-	-iba-	T		1132
Sun 15/08/04	1	St Pats ??	All	-iba-	Marcus Steeneken	Marcus Steeneken	T	Tentative only	1133
Sat 21/08/04	1	repair Pram track	Family Shiny	Akatarawa	Ray Harkness	Ray Harkness	T	tentative 1/2 day	1134
Sat 21/08/04	1	Dicks Yard - about time	Shiny 4X4	Akatarawa	Grant Purdie	Grant Purdie	T	tentative 1/2 day	1135
Mon 23/08/04	1	Trip Leaders meeting	Meetings	PWMC	Roger Seymour	Roger Seymour	T		1129
Sat 28/08/04	2	12 Huts	Shiny 4X4	-iba-	Eric Bon	Eric Bon	T	venue iba	1136

**Trip Start Date    Days    Trip Name    Trip Category    Trip Place    Trip Organiser    Trip Leader    Status    Trip Notes    Trip ID**

Sun 05/09/04	1	Foxton Bowl	Family Shiny	Foxton Beach	Grant Purdie	Grant Purdie	T	tentative planning	1137
Wed 08/09/04	1	Club Night	Meetings	PWMC	-ba-	-ba-	C	7:30 pm	1103
Sat 11/09/04	1	Ladies Trip	Family Shiny	-ba-	Lynn Philip	Lynn Philip	T	Tentative only	1138
Sun 12/09/04	1	Club Champs	Shiny 4X4	tba	Neil Blackie	Neil Blackie	T		1061
Sun 12/09/04	1	Rally woods	Club 4X4	rally woods	Steve O'Callaghan	Steve O'Callaghan	T	Tentative only	1139
Sat 18/09/04	2	Clean up New Zealand	All	various beaches	-ba-	-ba-	T	we need a couple of trip leaders to kick this off	1140
Sat 25/09/04	2	12 Huts	Shiny 4X4	-ba-	Eric Bon	Eric Bon	T	venue to be confirmed	1141
Sat 02/10/04	1	TBA	Family Shiny	tba	-ba-	-ba-	T		1142
Sun 03/10/04	1	Dick yard the hard way	Hard Yakka	Akatarawa	-ba-	-ba-	T	tentative only	1143
Sat 09/10/04	1	Mt Thomas	Club 4X4		Jim Johnson	Jim Johnson	T	tentative only	1144
Sun 10/10/04	1	whiteman's shiny	Shiny 4X4	whitemans valley	-ba-	-ba-	T	tentative only	1145
Wed 13/10/04	1	Club Night	Meetings	PWMC	-ba-	-ba-	C	7:30 pm	1104
Sun 17/10/04	1	tba	Family Shiny	tba	-ba-	-ba-	T	tentative only	1146
Sun 24/10/04	1	deadwood	Not CCVC	tba	-ba-	-ba-	T		1147
Sun 24/10/04	1	Waterloo School	Family Shiny	-ba-	Roger Seymour	-ba-	T		1093
Sat 30/10/04	1	tba	Family Shiny	tba	-ba-	-ba-	T	planning	1148
Sat 30/10/04	2	12 huts	Club 4X4	tba	Eric Bon	Eric Bon	T		1149
Wed 10/11/04	1	Club Night	Meetings	PWMC	-ba-	-ba-	C	7:30 PM	1105
Sun 21/11/04	1	Club Champs	Shiny 4X4	tba	Neil Blackie	Neil Blackie	T		1062
Wed 08/12/04	1	Club Night	Meetings	PWMC	-ba-	-ba-	C	7:30 pm	1106



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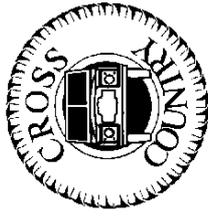
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