



VEHICLE CLUB
Wellington (inc)



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April 2000

The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz



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Cross Country Chronicle



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EDITORIAL RAMBLINGS

Well it's looking like a rather thick issue of the Cross Country Chronicle this month. One month I am asking for trip reports and the next month I have heaps of them - in fact I haven't even used all the ones I have on hand.

As you will read later in the issue, Ken Menzies has written a brilliant report on the South Island end to end trip. I was on this trip and thoroughly enjoyed it - I would highly recommend these types of trips for those that want to get away and see places they haven't seen before. Keep an eye on the NZ 4WD magazine "Upcoming Events" and join in the fun.

I have also managed to fit in some photo's of various events and trips. You will also see that we have a new advertiser - New Zealand Car Parts. This company in Elsdon specialises in spare parts, both imported and dismantled, for vehicles. They are offering CCVC members an amazing 20% discount on production of your membership card! You couldn't ask for more than that, so please support this and all our advertisers.

So keep those trip reports coming in, and I'll keep printing them.



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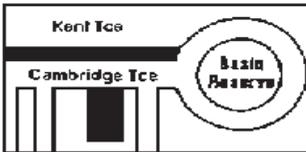
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EQUIPMENT REQUIRED ON CLUB TRIPS.

Please note that the following equipment is required on all Club trips.

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

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

TRIP/CONVOY RULES

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

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Gavin Holden making a splash!



Looks like Gavin found a log
for the bonfire!

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Andy's West Coast Ramble
From Waverley to Port Waikato
Friday 21 till Monday 24 January 2000

Day One

The Trip Leader was Andy Cockroft with Dave Jones the Honorary Trip Co-ordinator. We met at the BP Station in Waverley on Friday morning. An excellent article about Ernie Mathews, *The Man from the Moey*, compiled by Gail Osman, was distributed to everyone. This day was to be a trip into the Moeawatea Valley, a favourite haunt for Four Wheel Drive Clubs, especially because of the hospitality of Ernie Mathews.

Ernie was not to be home on this occasion because he was out of the remote valley down at Wanganui for a medical checkup. He had recently got between one of his dogs and a wild pig!

Off we went on tar sealed roads, then gravel roads, then papa clay roads. The weather was fine and the surface dry so the driving was easy. Lots of gullies and heaps of punga tree ferns. Paddocks full of white daisies. Valleys of stark papa cliffs and farm land reverting to scrub and bush.

We arrived at Ernie's house and that was a treat. No electricity, no telephone. It had so much stuff on the verandah, under the verandah, and over the verandah and cats and dogs everywhere. Bones of goats, skulls etc that are fed to the dogs and cats. We were free to walk around the house but we



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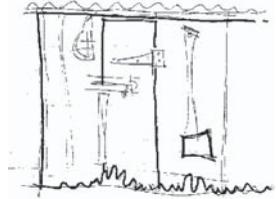


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Andy's West Coast Ramble (cont.)

did not enter, or sign the visitor's book. There were some beautiful trees including plane trees and poplars that seemed to be quite old. One row of trees and the fence line were seamlessly intertwined.

The wool shed is a work of art, on a grey day would look like something out of the movie *Deliverance*. The shed had been constructed out of available timber and the form and usability seemed eminently practicable.



END OF 16 DOG KENNELS
AT MICE WATER



The dogs were tied up in their kennels. One dog had his kennel under an abandoned Landrover, complete with water bowl. The names on the hinges of the kennels were Bitch, Mae, Tuki, Tonne, Ouim, Chaos, Cloud, Phallus, Slutty, Brick, Pupu, Rogue, Tuki, Skite, Joker, Tiger, Bruce and Maley.

There was a Nuffield Universal Three tractor and an Allis Chalmers Dozer Model 6HA parked up on the grass field.

On the way back to Waverley we stopped at the cottage where Rewi Alley lived from 1920 to 1926

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Andy's West Coast Ramble (cont.)

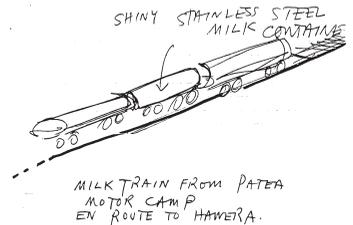
before taking the ship to Australia as a first step on his journey to China. The cottage had been restored in 1989 to look the same as it was originally. Two new sheds have been erected out the back designed in sympathy with the older building. These sheds are available for visitors to eat and sleep in. There is a solar powered telephone in one of the sheds.

A recommended read about the Taranaki Farm is in Rewi Alley's *Autobiography*, published in 1987. He purchased the farm with a friend under a returned soldiers' settlement scheme. The hard work, loneliness and struggle complete with accidents, must parallel the experience of Ernie Mathews who first came to the valley in 1950.

We returned to Waverley at 3 pm. Gail Osman, from Tread Lightly in Wanganui, had driven Ernie up to meet us. On behalf of the Club, Andy presented Ernie with a transmitter beacon as a safety warning device to keep in his house at Moeawatea. He was thrilled to bits and seemed surprised with the gift. He appears in excellent health with a strong farming body, only now slightly stooped as he ages. We talked for half an hour.

All vehicles headed off to Patea to the Camping ground. The camp is on the coast at the mouth of the river near the railway line. Some of us went for a walk along the beach, amazing black sand that sparkled in the sun. A long breakwater delineated a difficult entry to the river mouth for local fishermen.

During the night, the milk train with up to 16 shiny stainless steel milk containers came and went from the milk treatment plant at Hawera. Milk is picked up from Hawkes Bay, Wairarapa, and the Manawatu and processed at Hawera. There is a collection depot at Oringi, between Woodville and Dannevirke. Road tankers from the farm pickups pump directly into the rail carriages or into huge silos if the milk train is not there. The milk train can deliver up to 1,000,000 litres per trip four times per day. It is more usual to have 700 to 800,000 litres per trip. At Kiwi Co-operative Dairies Ltd in Hawera they process 15 million litres per day in the flush. They have approximately 4,000 suppliers.



At the camp there were several local farming families who come to the beach every year. Over Christmas there were 25 children between the families. At 5 o'clock some of the adults go home and milk the cows then come back to the camp.

Day Two

Everyone was up bright and early packed and ready to go by 9 am. Six Nissans parked noses



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Andy's West Coast Ramble (cont.)

forward in a row for photos by the proud owners. Mount Taranaki was in view going up the main street of Patea. A Citroen convention was being held at the race grounds at Stratford. Beryl called in to admire, she is the owner of a pair of 2 CVs.

Soon there was a mayday call and the engine for Barry and Wendy had boiled dry. Dave and Audrey had stayed back in support. Wayne and Rowan returned for mechanical advice. None of these three vehicles were seen for the rest of the day.

From Stratford, we drove on long winding gravel roads towards the *Bridge to Somewhere*. It was not dusty because there had been some rain during the night. The bridge was constructed in 1936 by the Public Works Department, for access across the Whangamomona River. It is of the same period and design as the *Bridge to Nowhere* which is on the Mangapurura River, 15 kilometres to the east. Both bridges gave belated access to farms allocated after the war to returned soldiers.



We stopped for lunch and boiled the thermette. The river had cut very deeply into the Papa banks and at some time a flood had been so huge that logs remained caught in the concrete arch below the bridge deck.

After this we headed north to pick up Jury Road for a trip through the plantation forestry towards Whangamomona. However, the farmer would not allow the convoy to proceed. More gravel roads and splendid native bush. A truck and flying fox was parked to cut and retrieve punga logs across a creek. The potential momentum of the loaded pungas was huge. It was good fun keeping in contact with all vehicles over the radio. Lots of bantering at Andy's expense about Landrovers, he remained unfazed.

The weather was now fine and the road surface very dry. The amount of dust was phenomenal. It slowly occurred to me that most of the vehicles were air-conditioned and following closely behind did not matter under those circumstances. Such luxuries are not fitted to Hilux Utes!

The next stop was at a historic grave site in the Taramakau Gorge, then on to Whangamomona and the Old Bank café. Something like out of a western movie all five shops were empty and boarded up except the Café and the Pub. An old WCC Transport Red Bus was parked by the kerb.

We sat on the bench outside. There was a Japanese girl and her bicycle leaning against the tree. The tough little kids from the Café owner came and pushed the bike over. We glared but such intimidation only encouraged great laughter from the 6 and 4 year olds.



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Andy's West Coast Ramble (cont.)

On towards the Seaview Holiday Park at Mokau, via two extraordinary tunnels suitable for Peter Jackson to film sequences from *Lord of the Rings*. One tunnel near Tahora is called the Moki Tunnel, 166 metres long and built in 1907. It was upgraded and lowered to make provision for multi-tiered stock transporters.

The final drive to the camp was near the coast over a high altitude road with spectacular views. We arrived in soft rain as dusk was falling.

Day Three

A showery misty morning at Mokau. We left the Shell Station at 9 am heading north to follow the coast. Two vehicles left for home, Wayne and Rowan for a Sunday roast dinner at friends (lucky them) and Andrew Gee in his Suzuki. Cows were watching us by the side of the road looking over Totara battens covered in lichen and moss.

We wound up and over gravel roads, with the mist and showers there was no dust and no views. Andy was very remorseful and kept explaining the magnificence of what we were missing. There were punja trees everywhere.

There were occasional U-turns this day to prove that Andy was human. Was he still driving while working out his location with GPS?. There were regular chats over the radio about his new book, upcoming this year.

The Landrover of Tony and Robin Brown slid sideways into a ditch. In due course the convoy stopped and a team of friends help change the rear wheel.

The extended Jones family returned triumphant after the disaster at Stratford with one Nissan and a Ford Falcon Station Wagon full of grandchildren. We had Sunday lunch at Otorohanga in a very large café. Everything else was closed. The Browns headed off south and we were one less (green bottle on the wall).

The weather cleared up a little and we drove around the base of Mount Pirongia to Kawhia and the S'Cape Motor Camp. A very large old kitchen and good sitting out area enclosed by rooms and verandahs which fostered a good group camaraderie. The best architecture of the trip for mixing together. A small camp ground right on the harbour mud flats.

We arrived late afternoon which gave much more time than on day 2 for setting up, casual meeting and talking and cooking. The camp featured a very over weight fox terrier and two new camp owners with a fraught relationship. Every time he made a decision, she and the fox terrier would Appear and cancel it!



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Andy's West Coast Ramble (cont.)

Several vehicles went off along the coast to Te Puia Hot Springs, about 10 kilometres away. Access was across the beach. People made foot holes, stood in one spot and did the twist, the water got hotter and hotter. It was a magnificent sunset and the waves crashed both ways across the sand bar. The reflection of the setting sun in the pools was like mercury.

Henry from Hong Kong was in the kitchen soaking dried mushrooms. After cooking, most people sat in the enclosed U shaped courtyard eating more, drinking and talking far too late.

Day Four.

A fine sunny morning. The road sign showed 50km to Raglan followed by a yellow sign indicating windy roads, very correct. There were excellent views along the coast looking down into harbours and inlets.

There were road works cutting through some sharp bends which gave a magnificent colour of red clay, very beautiful. There were plenty of DOC scenic reserves with bush giving optimism for grandchildren and their children to enjoy the same one day. Ruapuke Beach looked wonderful. There was a white bus parked on a hill top, dramatic in elevation.

A day of dust from the gravel roads. We stopped at Raglan for ice creams and Andy visited the local butcher for meat for a Club BBQ. Raglan was smart and trendy compared to Kawhia, close to the Hamilton crowd.

The final leg was down Limestone Gully. Bullrushes, Ragwort with yellow flowers, and Yarrow, a white headed wild flower (thanks Trish), on the roadside and covering paddocks. Andy produced a gas BBQ on the tray of his Landrover, Lindsay did the cooking.



We said goodbye at Limestone Gully as it was only ten kilometers to Port Waikato. Most people carried on through Port Waikato across the Klondyke Road and then south to head for home.

The trip membership included two sets of grandparents, parents and grandchildren and two sets of fathers and sons. The mix of ages and relationships was very successful fostering a warm and friendly trip.

A special thanks to all who participated.

Terence Broad



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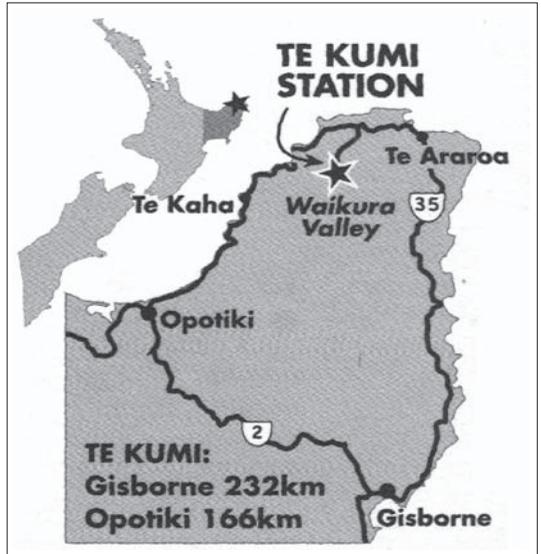
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Te Kumi Historic Farm Station, situated at the very end of the Waikura Valley on the wild East Cape of the North Island, is acknowledged as the most remote location in New Zealand.

It is an historic sheep and cattle station established in the early 1900's when transport in to the Waikura Valley was by horse or ox-drawn wagon up the Whangaparaoa River. Today Te Kumi Station is a time-capsule to a bygone era where a dramatic sense of backcountry isolation still pervades. Visitors to Te Kumi travel back in time where, due to the rugged nature of the land, horses and dogs are still a major aspect of farming life.



Bounded on three side by the Ruakumara State Forest, wild pigs, deer and cattle are Te Kumi's nearest neighbours. The station covers nearly 5000 acres, part of which was once Matangareka Station, abandoned by its owners during the Great Depression. Ghostly ruins of the old farm buildings can still be seen penetrating the natural regrowth.

Itinerary:

Fri 21 April 2000

Meet at 1pm at Wairoa then drive to Gisborne

Sat 22 April 2000

Gisborne to Te Kumi Station

Sun 23 April 2000

Te Kumi Station

Mon 24 April 2000

Te Kumi Station

Tue 25 April 2000

Drive home

Limited to the first 15 vehicles.

For more information and bookings, please contact Dave Jones.



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AFRICAN SAFARI - August / September 2000

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This is an exclusive and unique trip that will not appeal to everyone, but is designed for real 4x4, bush and animal lovers (unfortunately no persons under 18 years of age will be allowed). There will be a certain amount of hardship, due mainly to the road conditions, but you will be well looked after with professional guides, good vehicles and equipment. Please note that due to the nature of the terrain, all passengers are advised to have a few days free at the end of the trip, in case we are delayed en route. The road conditions can be difficult. Slow travel is therefore called for, but the vehicles are however, designed to handles the conditions. Please discuss this trip with us in depth before deciding to join.

What is on offer?

A Fully Inclusive 15 day expedition to Botswana (Limited to 6 couples, Book Now on a First Come First Served basis for the period 27 Aug to 11 September 2000)

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B F GOODRICH TYRES

MAINLAND END TO END YEAR 2000

by Ken Menzies

Day 1: Saturday, 19 February 2000:

We arrived at Tahuna Beach Holiday Park in Nelson at about 2:00 p.m. on Saturday, 19 February for vehicle scrutineering. We were supplied with various advertising stickers, which had to be applied to the vehicle before our inspection. It was good to meet up again with Kevin Serra and Philip Jeffries. On this occasion the scrutineering of our vehicle was conducted by Michael Russell - fastidious as ever! He would not accept that we had a shovel in the vehicle before we spent 5-10 minutes removing our personal effects to disclose the shovel lying on the floor of the vehicle under everything else. We fortunately had certification from Carl Furniss, Mechanical Engineer of Lower Hutt, certifying that our tow hooks were fitted in accordance with current engineering practice and were designed and manufactured not to fail under snatch towing conditions, otherwise I am sure they would not have satisfied Michael. In the event we were asked to put on all four of our chains. All four fitted comfortably on the spare wheel while we were at home. However, under the intensity of the scrutineering environment we were not able to satisfactorily fit



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

The remaining two and we were sent off into Nelson to buy additional lengths of chain as well as four D shackles before our full scrutineering requirements could be satisfied.

We met up with our team members in Group H at 7:00 on the morning of Sunday, 20 February. These were Wayne and Gay of Palmerston North driving a Toyota, who I had met on the 1998 trip. The other two vehicle owners were from the Wellington Cross-Country Vehicle Club - Ron Johnson accompanied by his wife, Val, in a Nissan and Bob. There was a formal send-off by the Mayor of Nelson. After travelling through Nelson we headed south and got on to the Maungatapu Track. We had morning tea at "Murderers Rock". The views from the top were spectacular. We then descended down into Havelock and then via the Queen Charlotte drive to Picton and on to Waikawa. We then headed on to the Peninsula, Tory Channel on the northern side and Port Underwood on the Southern side. There was quite a testing very steep climb up to the repeater station. One or two mishaps on this part of the track caused considerable delays. Once again the views through 360° were memorable. We then descended down to Port Underwood foreshore and heading south we arrived at Cloudy Bay and our first stop for the night at the Grove Bridge Holiday Park in Blenheim.

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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

Day 2: Monday, 21 February 2000:

After leaving Blenheim we drove west and entered Mount Richmond Forest Park. We ascended to quite high altitudes along forestry roads. This involved quite steep ascents and descents. Spectacular mountains rose up on either side, their peaks well above the snowline. We then descended along a power board track and eventually made our way to St Arnaud. We soon turned south west of the main road through Howard Valley and crossed the Matakītaki River.

We travelled through two dairy farms lying adjacent to this River then over the Maruia Saddle. We then journeyed through another farm to the Maruia River. The level of the River was not high. However, its crossing was made somewhat eventful by the presence of very large boulders within the stream. We then travelled south on the western side of the Maruia River, through a poorly formed track along the edge of the bush line. We eventually arrived at Springs Junction at about 6:30 p.m. on the Monday evening.

Day 3: Tuesday, 22 February 2000:

We started out from Springs Junction heading on Highway 7 to Reefton, but after a short distance we turned off to the left and followed a bush track down on to the Grey River. We had several quite difficult crossings of this River. The difficulty lay mainly not with the depth of the River but with the enormous large rounded boulders within it, which were often not easily seen as they lay just below the surface of the water. At one of these, having, I thought, fairly successfully crossed three quarters of the width the vehicle became cast on a large boulder. I was not able to go forwards or back and had to be stropped over this boulder and up the bank. Unfortunately as I was to discover later this resulted in damage to the steering rods, two of which were bent as well as the steering damper. We stopped for lunch on a rocky island midway across the River. The bush mechanics in the H Team (later to become known as the "Hurricanes") led by Ron Johnson used their best endeavours to straighten out the equipment so that we could continue. One further crossing brought us to the far side of the Grey River and we continued downstream along the southern bank through Manuka scrub with many mud holes to delight the enthusiast.

Several kilometres further on we again crossed the whole width of the Grey River to its northwestern side. Passage through this section was rather slow because of a monumental bog which meant that almost each alternate vehicle had to be stropped over a distance of some 50 metres or more. Only the best-equipped vehicles seemed to be able to navigate this section unaided. We eventually climbed up out of this river valley and then along a gravel track leading us into a dairy farm.



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

For most of the journey we travelled in groups of four vehicles, but for the next section we travelled in convoy with 25 vehicles in the first group and the remaining 25 in the second group. We were led through the fields by the farmer and came on to what I believe was the Robinson River. We followed various tracks either through or alongside this River. Along the way we came across some active goldmining with about half-a-dozen large earthmoving vehicles actively digging away rocks from which gold was being extracted. We eventually reached the motor camp at Reefton where I sought advice on mechanical repairs.



Day 4: Wednesday, 23 February 2000:

I set off from Reefton to Greymouth and spent most of the morning at Oliver's Autowheel Alignment Specialists. While they corrected the problems with the steering rods I poked about under the vehicle, picking away at lumps of mud, some of which may have been there for four to five years! As arranged at 3o'clock in the afternoon the steering damper arrived from Christchurch and was duly fitted. I was then able to set off to the camping area at Hokitika.

In the meantime the other 49 vehicles continued on the scheduled journey.

Another beautiful day! Set off at 8:45 and headed for Black's Point, across the Inanganhua River and straight up the spur. The pines smelt beautiful! Somebody on the trip called this "W" hill. Drove along top of spur. Beach forest with quite a few Rimus amongst it. Steep muddy drive down. Came out on main highway just north of Maimai, left on to Waipuna Road. Followed Waipuna River for a while, turning off at goldmining tunnels. These are quite an amazing phenomenon to be found in the middle of nowhere. These tunnels were dug well over 100 years ago to diver the River. They are from 200-300 metres in length and are just large enough for a vehicle to fit through. The River flows through these tunnels and we were driving along upstream.





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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

We then entered quite a beautiful gorge surrounded by ferns and natives. On to road and eventually came out at the Ahaura-Kopana Road, across the Ahaura River through quite gorsy river flats. Up into a forestry and native bush area. Views of the valley from the top. Emerged at the Bell Hill Road and headed for Kotuku; just before Aratika we turned off into the Aratika Forest.



We followed forest roads for a while and then ended up driving up another creek bed (possibly Greenstone River or Maori Creek). This was very lumpy, bumpy and narrow, but the scenery was great. Climbed up steep incline with huge drop offs and lovely bush. Out on the Kumara-Inchborne Road. Up to the Kumara Dam and at this stage Team H decided to go directly to Hokitika instead of finishing off the last section of the trip. Others that I have spoken said that they were driving through tracks completely overgrown with gorse with barely one or two feet of daylight to be seen through the gorse. The evening was spent to Hokitika Holiday Park.

Day 5: Thursday, 24 February 2000:

On leaving the camping area we headed north initially and then headed off westwards along Kaniere Road through farmland following a track to the local pistol club. We then gradually travelled down the river valley. At one stage we came to a near vertical descent. Vehicles were descended one at a time in first gear of low ratio down to the creek bed below. We passed quite close to Lake Kaniere through further farmland and eventually joined the State Highway 73.

After some hold-up with traffic lights we got on to the new Otira Viaduct and climbed up to Arthur's Pass where all vehicles refuelled because we were not going to have any access to fuel for the next 2½ days. Shortly after passing the Bealy Hotel we turned left crossing the Waimakarere River. We continued along the course of the Waimakarere and then gradually climbed in the southern reaches of Mount White Station. We travelled up and down through high country and had about 7:30 in the evening, some 10 hours after our departure, we arrived at Flock Hill Station via its rear entrance. Everyone joined together for a buffet meal at the Flock Hill Restaurant.



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

Day 6: Friday, 25 February 2000:

We made a rather inauspicious start being the leading group. We headed out from the main entrance of Flock Hill on to the main road only to discover that we had not followed the instructions correctly and had to u-turn and go back to the accommodation area of Flock Hill Station. In fact we retraced our steps of yesterday toward the backblocks of Flock Hill, finally turning east and travelling through rolling countryside. We eventually joined the main highway and ravelled eastward up over Porter's Pass. We then turned right into a private road and climbed up over quite a steep mountain and then down its farther side into a forestry estate, known I think as 13 Mile Bush Forestry. There were some quite steep ascents and descents through the forest and we eventually ended up down in a riverbed which made an ideal site for lunch. We continued to climb and descend for a further six or more hours during the afternoon. Some of the highlights were the enormous mountains whose sides were covered completely with metal scree. On



occasions we went through quite small passages with the cascading rocks on either side. At one stage each vehicle had to reverse downhill along a narrow track for some 60 metres on to a steep ridge where we then turned forward and down the track on the other side. The journey was not one that would be suitable for someone suffering from vertigo with steep drops off to the side and very steep descents followed by steep ascents. Coming over the brow of the hill we could see in the distance the

pinnacles, a limestone formation resulting from erosion, which has left vertical columns, which would rival those in any famous limestone cave. Eventually we descended down to the river, which we crossed several times and completed the journey for the day at Glenthorne, a camping facility in the middle of nowhere. It features cold running water and areas of soft grass, which were suitable for camping out. Tent erection was compulsory for everyone on this evening.

Day 7: Saturday, 26 February 2000:

We set out at 8:00 a.m. from Glenthorne camping area in misty rain. We followed the Harper River downstream. The course of this river has been diverted so that it now flows into Lake Coleridge. We passed the western end of Lake Coleridge. We then crossed over the Wilberforce River, which is about a kilometre in width when in full flow, but in late



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

February it consists of several sections each about 50-100 metres in width. We then came to Mt Algidus Station (the setting for the book "A River Rules My Life"). We passed through the Station and then over to the Rakaia River.

The marshals had some difficulty in establishing a safe crossing place of this River. We then entered Glenfalloch Station. This is a beautifully laid out and well kept farm at the headwaters of the Rakaia River. We then followed Hakatere Road to Lake Heron. It was at this spot that we had camped for the night during the 1998 Mainland End to End, which was from South to North. Travelling south from Lake Heron we followed the road to Hakatere and we then turned west passing beside Lake Clearwater. We then crossed Potts River entering the lower portion of Erehwon Station. (It is worth noting the spelling of this name back to front). From there we crossed over the Rangitata River to Mesopotamia Station. We then turned off into a farm and then made a very steep climb up to the tops of the Hewson Range. From this Range we descended down to the Phantom River and then followed another steep climb to the High Claytons. By the time we reached the top of these peaks we were travelling in a dense mist with visibility of less than 25 metres with very sharp zigzag turns and steep precipices on either side. My heart was in my mouth. We had to travel quite slowly. There was often a need for three, four or even five-point turns and we eventually reached Clayton from where we headed on to Fairlie.

This day had been complicated for me by a flat tyre and when we arrived in Fairlie at 8:00 p.m. I then had to get the flat tyre sorted out before getting some food and retiring for the evening.

Day 8: Sunday, 27 February 2000:

Immediately after leaving the camping ground at Fairlie we were on to the Opihi River. Several vehicles needed towing or stopping during this section (but none in Group H). We then followed Spur Road up to Mt Gay with great views over surrounding farmland looking down over the small settlement of Albury. At 10o'clock we stopped for morning tea on a riverbed just before Albury. While we were there a cattle truck tried to cross this river fully laden with sheep. He became stuck in the river and required to be towed out with a farm tractor. We then followed a steady climb up to Mt Nessing, which is over 1600 metres.

We had quite a long lunch break because when I got **B F**





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GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

Under my vehicle to check on the exhaust system I noted that the large rubber coupling on the drive shaft was looking very much worse for wear. Fortunately, when I'd had my stop in Greymouth for repairs to the steering equipment the mechanic had noticed early signs of wear of this coupling and at his suggestion I was carrying a replacement component. The expert mechanics in H Team led by Ron Johnson were able to replace the coupling out in the field.

We crossed the Hunters Hills and down over the Hakataramea River and up the Hakataramea Pass Road. We then climbed up over the Kirkliston Range, which was over 1500 metres above sea level. This provided magnificent views of the Alps, in particular Mt Cook and Lake Pukaki. We then wound our way down to Waitangi Station. This has beautiful stone walled yards, which are over 100 years old.

We then drove around Lake Aviemore and over the Benmore Dam, finally reaching Omarama just before 8:00 p.m.

Day 9: Monday, 28 February 2000:

This turned out to be a rather more relaxing day than the previous nine days, which we found to be cumulatively exhausting. After leaving the camping ground just past Sailors Crossing we turned left into Otamatapaio Station, a lovely homestead on a small bank above



the river flat. Through the farm and up on to and over the Cuthbert Range with views of the Omarama area. Down to Little Omarama Stream and across an airstrip before climbing again, this time between up over the Omarama Saddle. We followed the west branch of the Manuherikia River for a while before we began to climb yet again. We stopped for lunch and then continued on up to the top of the St Bathen's Range. This afforded magnificent views of the Alps including Mt Aspiring and Mt Cook and various glaciers. There was not a cloud to be seen. As expected for this part of the country the farms were mostly tussock. We carried on across the top of the Range before making a fairly quick descent into St Bathen's. As we descended there were lovely views of the valley and the remains of the St Bathen's Goldmine. This includes two lakes surrounded by white cliffs left from the excavations, which began in 1863. We arrived at the St Bathen's domain in mid afternoon and set up our tents and after a quiet beer we headed on into the small township with its historic buildings. The most popular of which was the Vulcan Hotel.



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

Day 10: Tuesday, 29 February 2000 - The first Leap Day of the Third Millennium:

After leaving our camp site at St Bathen's we turned into Pauley Road and climbed up on to the Dunstan Mountains, and for nearly all the trip wound our way south along these mountains. We had great views of the Pisa Range and Lake Wanaka in the distance. We had lunch at a trig which was 1400 metres above sea level. There were craggy rocks at this site and the wind was rather cold, but with 360° views it was a very worthwhile place to stop. As we continued along the Dunstan Range there were magnificent rock formations as well as alpine vegetation including unusual flowers and mosses.

As we descended we had views of Alexandra, the Clyde Dam, Lake Dunstan and surrounding valleys. The descent was quite steep and we joined the main road only about a kilometre from the bridge, which passes, over the Lake and into Cromwell town.

I would comment that during the previous three days we had travelled only a few kilometres on any tar-sealed or gravelled public roads.

Day 11: Wednesday, 1 March 2000:

A very early 6:30 a.m. start! It was still dark for the first hour or so. We travelled along Bannochburn Road. Then we gradually started to climb over Duffers Saddle to the Carrick Range and eventually up to the Nevis Saddle. This is said to be the highest public road in New Zealand. At this stage we had magnificent views with the sun overhead but the cloud below us in the valleys. There was still frost on the ground. We then came on to Old Woman's Range, which is a conservation area.

At about this time a most uncharacteristic noise became evident from under the bonnet. A diagnosis of malfunction of a bearing in the alternator was made. The noise improved to some extent when some oil was poured on to the alternator, but it was by now obvious that we had a significant problem.

As we descended down from the Mountain into the Nevis Valley we passed large earthmoving excavators involved in goldmining. We continued a short distance downstream to the homestead area. A significant bridge over the Nevis River had been badly damaged some two months previously after heavy rain and it had only recently been repaired and reinstated. We crossed this bridge and then headed in an upstream direction along a public road designated for four wheel drive vehicles only. A few kilometres along the way the red battery alarm light showed up on my dashboard and Ron Johnson decided that it would be wise to minimise any further damage to the alternator. From this point I suffered the indignity of being towed by Ron's Nissan as we gradually



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

climbed uphill. When we reached the highest point we were able to establish telephone contact with a Landrover specialist in Queenstown who said that he was able to help me out. It seemed safer to drive down the zigzag descent under my own steam and we reached Highway 6 just north of Garston. Ron then towed me the remaining 64 km into Queenstown. An exchange alternator was then fitted into the Discovery and we made our way to Manapouri.

Day 12: Thursday, 2 March 2000:

We were divided into two groups of 25 vehicles. The first group set out at 8:00 a.m. I was in the second group who left the foreshores of Lake Manapouri at 11:00 a.m. We travelled south to Black Mount Forest. The trip was uneventful until a cream Landrover (with a Toyota motor) driven by George and Bill with two Swedish tourists in the rear seats, became bogged on the foreshores of a river. It took several vehicles including the Nissan of Ron Johnson to extract him from the mire and to get him across the river. It was then decided that we would retrace our steps, and in the event it took just as long to winch George and his vehicle back out of the river and on to the track.

In the afternoon we followed a gravel road up to Borland Saddle. We continued along a pylon track on the western side of the Hunter Mountains. Some of us took a wrong turning up to Percy Saddle.



We eventually reached the shores of the south arm of Lake Manapouri and to everyone's surprise a large barge was awaiting us, which was able to take all 25 vehicles. Some drivers travelled with the barge back to Manapouri Township. Most of us were loaded on to a launch which did a tiki tour of the Lake which enabled us to admire the beauty of this Lake including many of its islands. A large earthquake fault line was seen at close quarters.

Day 13: Friday, 3 March 2000:

We travelled into the Takitimu Mountains and then along the Waiou River through beautiful farmland including one farm which had 6000 head of deer, arriving to spend the night at Tuatapere.



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B F GOODRICH TYRES MAINLAND END TO END YEAR 2000 (Cont.)

Day 14: Saturday, 4 March 2000:

On the final day we travelled through Rowallan Forest which had some rather treacherous bogs. Even the leading marshals required assistance to get through. Finally we arrived at Te Wae Wae Bay on the southern coast of the South Island, thus completing the north to south traverse of the New Zealand Mainland.

MEMBERSHIP SURVEY

You may recall that last year the club committee did a survey of the membership to see what the membership thought of the club and it's activities.

Well its that time again. The committee (or a sub-committee really) are in the process of designing another survey to see how the club is progressing on everything. So watch out for the next newsletter - the survey will be enclosed.

Please make the effort to complete the forms - this is a good way to get your voice heard. And remember, you can't complain if you don't have your say.

Orange Hut Fund Raising Report (Mountain bike carrying)

Well we just finished the last of the mountain bike carrying episodes last weekend. The organiser Peter Colvin has asked me to pass on his thanks for all the help and support that the **CCVC** members have provided.

I would also like to thank those of you that gave of your time to help make this fund raising exercise successful. In particular I would like to Thank Ron Wadham who has attended and helped me organise all three trips.

The total raised from the three trips was \$1622.

Yours faithfully,
Marcus Steeneken





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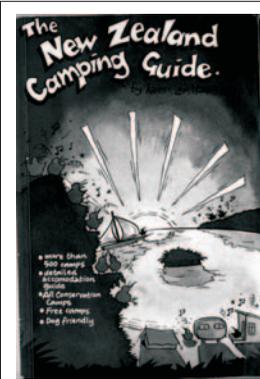
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Above: An old Cruiser found by John Baird in Tokomaru Bay



Right: Roadsign in Malaysia



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Photo's from the
Battle Hill trip - 29
December 1999





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FOXTON FROLICS Driver Training 18 March 2000 Leader: Grant Purdie

What a beautiful day it was to go to the beach. 11 vehicles met outside Foxtton Beach Motor Camp in glorious sunshine, accompanied by a few spouses and a handful of kids. The cool misty Hutt Valley morning gave way to a wonderfully hot Foxtton day. So hot, in fact, that I hurriedly swapped trousers for shorts. Not bad weather for mid March.

First, and most importantly, all vehicles were checked to make sure they adhered to club trip standards. Grant then explained the benefits of letting some air out of the tyres to make driving over sand easier.

Strops were the first lesson. A complicated formula was mentioned which went something like: "Towing force = Mass X Acceleration". Maybe I got it all back to front but the reasoning is "gently does it". Everyone practised being a tow-ee and a tow-or on the flat sand.

Round a few corners and we were all parked looking at a very steep sand dune. A failed hill start was next on the list. Everyone certainly failed, but that was the whole exercise, to show how to come back down with out flipping over. The secret seemed to be, from where I was sitting on a sand dune, (it all looked too steep for me and I chickened out) was drive down backwards, no brakes. Anthony demonstrated the very interesting technique called "making a road".

Another sand dune, and up and over we went. All except us, though. Those short wheel bases didn't have the slightest trouble, but to Robin's chagrin, our Isuzu just couldn't make it. Geoff came to the rescue and pulled us over that last little bit.

A lunch in the sun, some more practise, then we were shown how to do side links. From a passenger's perspective it was a very strange feeling driving along on a sideways angle. Another vehicle joined us after lunch. This Nissan, complete with leather upholstery had been just purchased the day before for the lady of the house. Asked why he had it out playing in the sand, the explanation was, "she is away". Hope hubby got it home without any scratches.

We finished our day with a tiki tour amongst the dunes. The final hill just about had everyone beat. Then someone worked out to attack it in two bites. Foot down hard, up the larger stretch, then drive into a handy little bit at the side. A three (or more) point turn, foot down again for the final burst over the top and down. There was plenty of help and encouragement from everyone standing at the top to those whose turn it was to attempt this difficult stretch.

Many thanks to Grant and Anthony for arranging the day.

Jenny Benton



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Manufacturers Challenge Round 3 Rallywoods - 17 October 1999

- 1st: Homebuilt team completed all 4 hazards quickest time per vehicle on 3 hazards
- 2nd: Red Cruiser Team completed all 4 hazards quickest time per vehicle on 1 hazard
- 3rd: Suzuki Team completed 2 hazards and over heated and had to retire

CLUB CHAMPS ROUND 4 Whitemans Valley - 12 Feb 2000

RALLY		POINTS
1st	Sandy McConahie	199.10
2nd	Julian Rivers	330.84

CLUB		
1st	Phil Flower	337.99
2nd	Dave Hilleard	382.47
3rd	John Lau	418.43
4th	Mark Stockler	460.74
5th	Dave Harley	480.77
6th	Steve Estler	608.34
7th	Howard McCabe	623.22
8th	John Hughes	688.13

FAMILY		
1st	Mark Wilson	638.98
2nd	Gunther Lehn	691.11



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Photo's From The Last Club Champs





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Gentle Annie's Weekend 18-20 February 2000

Day 1 - Saturday

The 12 vehicles on this trip arrived up at Ohinewairua Station throughout the latter part of Friday. We were accommodated in very well shearer's quarters with 3-4 beds per room, good kitchen, dining area and a separate amenities complex with showers and flush loos.

!

Trip leader John Vruink held a quick drivers briefing at around 9am Saturday and minutes later the 12 vehicles were off towards the western boundary of this vast property. It was raining lightly with very low mist as we prepared our vehicles but the rain stopped soon after leaving and later in the morning the weather cleared.

We climbed over a few steep grassed hills, which were a bit slippery, and linked up with the track that took us over some of the most amazing country side. We crossed the same river I don't know how many times and drove up it at a couple of points, to find the exit. One steep exit required quite a bit of spade work. Vince managed to find a bog just prior to this, to the left of where everyone else drove! We stropped him out without any problem. At a small clearing John held another quick briefing and passed on his knowledge of how to negotiate a piece of steep narrow track ahead, with a bank on one side and a fence on the other. Last year he hit a fence post. John set off up the track first to demonstrate the practical side of the lesson and duly hit a fence post. The other 11 of us went up without a problem! The trifecta next year John!

We had plenty of stops and lunch by the river. John had been promising us a huge bog all day and he wasn't wrong. After inspecting and discussing this bog it was decided to try and drive above it, through very thick scrub. This was much to the delight of Bob and Gary who were determined to avoid the bog and had already begun some track alteration work. We bush bashed our way through this area for a few hundred metres and regrouped on a hillside.

Next we encountered several very steep grades, 5-10 metres deep, into either streams or bogs with just as steep exits. At the first of these we searched for a better crossing but returned to the track. Trip leader for a minute Vince, went to cross and duly sank in the bog. Another route was found and worked on, plenty of shovelling again. Vince was dug around and stropped out

.More towing was need at a couple of steep exits further on. Three vehicles detoured some of this. Of the 9 remaining vehicles 7 required a tow through at least one of



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Gentle Annie's Weekend 18-20 February 2000 (cont)

these places. Modesty prevents me from naming the Pajero owner, but Ian Dixon, our faithful tail end charlie for the trip, in his Cruiser was the other! It was around 7pm when we returned to camp. A great day covering approx. 60kms of fantastic countryside. Most of us barbequed (thanks John) though there was some great cooking going on in the kitchen. The kids all enjoyed the day and finished it off herding sheep and chasing around with torches just to get really tired

Day 2 - Sunday

Brilliant sunshine and no cloud. We left just after 9am and headed over grass [paddocks and tracks towards the northern boundary of this awesome place. We then linked up to the track that was to take us in the direction of our intended destination at the top of a plateau. The tracks were good in places, rutted and rough in others. Still plenty of steep climbs and descents, fortunately the tracks were dry. We had lunch at an idyllic stream crossing.

We then headed off in search of an elusive track, finding it after a couple of scenic detours. We could see where we needed to be but couldn't get there. Eventually we found the track and headed the rest of the way up the mountainside. The track was very rough in places but most managed without problems. A couple of small bogs and one with a very tight right turn slowed things a little but no real dramas.

Further up at the foot of a steep descent a large bog looked ominous. I thought we would all struggle through this but it didn't prove to be so. Back to climbing again and we wound our way almost to the top. At a sharp left turn there was a deep bog and with the narrow track no way around it. Ian in his Cruiser went through first with quite some effort. He towed Bill up in his wagon, who in turn pulled John through. Vince tried unsuccessfully to go through, he was later pulled safely backwards. Meanwhile further ahead, a couple more bogs of serious nature were found. After some discussion John decided the only sensible and safe option was to abandon the climb and head back down. This would add a couple of hours to our trip but was a sound decision.

So all but 3 of us were in for a kilometre or so backing practice down a steep and narrow track. A couple of turning points were found and we headed back without to much more ado. The bogs we encountered on our way up slowed us a bit but nobody had any real problems. We arrived back at camp around 5pm. It was a really great weekend. The 4 wheel driving was at times challenging, mud tyres proving there worth. It was an extremely well



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Gentle Annie's Weekend 18-20 February 2000 (cont)

run trip, with all who went obeying the simple rules of keeping an eye on the person behind and the driver immediately behind the leader closing the gate.

Thanks John for running this awesome weekend. I'm sure all who went enjoyed it as much as Matthew and I.

Paul Gillan.



Belts and Braces

This column is for you to describe incidents and share your opinions on safety in 4WD-ing. Please send items to the editor especially if you don't agree with anything. The idea is that we can all learn from each other.

Run 'em soft and put in a tube? Good Advice or Russian Roulette?

I've just got back from Tony's Tyre Service after the third attempt at balancing the wheels on my Toyota Surf. All I can say about those guys is that they each deserve a medal and their claims about customer service actually understate how good they really are.

Here's two stories to set the scene.

I have a spine-chilling recollection of a dark winter evening about 30 years ago. I was approaching Dover on the A2 in the south-east of England, driving a snappy little Riley 1.5 and doing about 70 mph with my fiancée in the car, when, on a gentle right-hander, the driver's side rear tyre blew out. *By the way for the technonuts, the Riley 1.5 had rack & pinion steering, unequal length wishbone independent front suspension and leaf springs at the back.* The vehicle swung violently to the right then to the left several times as I fought to correct the slides. We narrowly avoided the oncoming articulated lorry largely due to the skill of its driver, and ended up sideways on the hard shoulder very frightened indeed.

The tyre that blew had plenty of tread but had a tube in it even though it was capable of being tubeless. In those days of plugging punctures it was a common misconception



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evident now with the benefit of hindsight, that a tube was good "just to be on the safe side". I have never used a tubed tyre again. Even though for many years my work involved me driving 20-30,000 miles (30-50,000 km) annually, I have never had another blow-out although like everyone else, I've had my fair share of punctures.

For the second story, I need to go back to the time when we were involved in the support crew for a couple of Formula Fords competing in the Kent Messenger Champoinship. Brands Hatch circuit in Kent was a fortnightly home for us then. At the time I owned, and used for work, a 1972 Triumph GT6 Mk 3, which, along with the Mk 2 Vitesse of the same vintage were the only cars that Triumph ever produced with a wishbone rear suspension. My GT6 handled like a dream even though it looked a bit like a Spitfire! On standard width road tyres at 40 psi to stop peeling them off the rims, I good get 65 second laps of the Brands Hatch club circuit when the Formula Ford lap record was 59.5 s. A couple of my friends in the team owned Lotus Elans with BDA motors and all the high spec gizmos to include alloy wheels and wide tyres. The Elan was much lighter than the GT6 so in the dry I simply couldn't hold them on the corners, but in the wet, at the point when the Elans went sideways the GT6 wasn't even twitching. The reason was, of course, that the contact pressure was much higher on the GT6 so it stuck better in the wet. In the dry, contact pressure was not as important as the size of the footprint.

Let's move on to my current interest in off road motoring.

Like most shinies, my truck spends nearly all its life on streets and highways. It gets used for long distance drives that I have to do for work and is the family transport. I guess most shinies have similar life styles.

Now, I do admit that I have a thing about wheel balancing, but it does come from experience. You see, for most of the years that I drove high annual mileages over the length and breadth of the UK, I used my own cars and maintained them myself. The cars included an Austin Maxi, the GT6, two Dolomite Sprints, an Escort RS 2000 (which was rubbish, by the way) and an Audi 100. Apart from the discomfort of the vibration, out-of-balance wheels reduce drastically the working lives of bearings, bushes and shock absorbers in the steering and suspension systems on any vehicle, 4WDs included. The damage caused is insidious because the forces caused by out-of-balance are applied every revolution of every wheel but you only feel the vibration at the resonant frequencies. The reason it took Tony's guys three attempts to get the balance right was due to the consequences of "Run 'em soft" advice. Not only that but a mysterious slow puncture got cleared up at the same time. This is what I think happened.....

It all started after the Pot Luck in the Akatarawas on 27 December. It was a great day, ending up with a cruise up in the forest with a few of us coming to grief in the mud. Once again, it was thank heavens Roger Seymour was there to drag us out!!



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Now, my truck runs BFG All Terrains and in accordance with the advice, I had them at 25 psi rather than the normal 35. During the tow-out I applied the recommended leg full of right foot and had all 4 wheels spinning wildly, after all, that is the technique, isn't it? On the drive home, however, there was a serious steering shimmy which got better when we scraped a few kgs of mud off the wheels but didn't disappear completely.

For the record it took 2 hours with a Karcher water blaster and 2 car washes to clean the truck after that trip.....but even then there was still a marked steering shimmy around 55 km/hr which brings us back to Tony's and the third attempt to fix it. This time we noticed a rattling noise as the first wheel spun on the wheel balancer. Removal of the tyre proved this to be due to a handful of beads of dried mud rolling around inside the tyre and another handful of mud stuck to the inside of the casing. As it turned out, there was some mud and water in the other three as well!! Not only that, but there was mud stuck between the rims and bead seals and all of it was stuck just as firmly as that stuff that it's hard to get off blankets. Now that all this mess has been chiselled and scraped off, my wheels stay in balance and the tyres don't go flat.

The obvious cause, of course, is that the reduction in tyre pressure allowed sufficient movement in the bead seals for them to act as a peristaltic pump forcing muddy water into the tyre void as the contact patch revolved around the tyre. It's also likely, of course, that the tyre had slipped on the rim. The result was that not only did muddy water enter the tyre, but the now greasy bead joint allowed the tyre to slip out of registration with the balance weights. Then the mud dried in the joint between the bead seal and the rim. This mud and water inside the tyre caused the out-of-balance whilst the dried mud caused the slow leak. The only way to avoid all of this is to make sure that the recommended full inflation pressure is maintained AT ALL TIMES. After all, we're much more likely to have to do wheelies off-road.

Would a tube have helped? Not really, because the mucky stuff would have got inside the same way and it's likely that the abrasion caused by the mud would have led to a blow-out puncture some time later. Had I had tubes, and reduced the pressure even further, say to the mystical 15 psi, matters would have been worse because the distortion of the side walls would have been greater, the tyre would have been looser, and if it slipped, the valve stem would have offered no resistance to the forces involved. At least I avoided both a wheel change in a mud hole and a shredded tyre. Also, I'm not really convinced that increasing the size of the footprint is a logical step in conditions where contact pressure needs to be increased as was evident from my Elan vs. GT6 experience.

But is that my only objection to tubes? No, it isn't. Tubed tyres are dangerous simply because they fail catastrophically when they are pierced. They are also highly susceptible to pinch failure as most cyclists will tell you. And catastrophic failure means there's no gentle deflation, they nearly always fail with a bang and the almost certainty of



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a loss of control of the vehicle. I'd not wish on anyone the experience I had with the blow-out on the Riley all those years ago because the suspension configuration on most 4WDs, particularly those with solid-axle front ends, means that your chances of maintaining directional control are minimal.

I recognise up-front that I'm not an expert off-roader nor do I have a truck capable of hard yakka trips, but I've been a petrol-head all my life. Also, I can accept that there may be circumstances where reducing tyre pressure by 50% or more may help progress over very rough rocky obstacles or very soft granular surfaces such as sand where contact pressure has to be reduced. Although it seems to me to be madness to reduce tyre pressure when there is an increased risk that the tyre will be peeled from the rim (40 psi required to drive road tyres on Brands Hatch circuit).

I reckon though, that such a fundamental modification to a vehicle's set-up has to be taken with a firm understanding of how tyres work and how their reliability is speed dependent. Common sense says to me that if the integrity of the bead seal is compromised by the reduction in inflation pressure, then maximum speed should be reduced accordingly. Drastic reduction in pressure demands drastic reduction in speed. The rationale is that the inevitable consequence of reducing the inflation pressure is a reduction of the internal sealing pressure on the bead with an increased opposite cyclic loading due to the sidewall distortion in the region of the contact area as the wheel rotates. The flatter a tyre the bigger the contact patch. The bigger the patch, the more the bead is twisted out of the rim. By the same token, as more flexing occurs in the sidewall so more heat is generated in the plies. This tends to harden the outer cover and make it crack which is one of the classic manifestations of persistent under-inflation. At 15 psi I would have thought that my Toyota Surf was unsafe at more than about a walking pace, and that attempting a curve would be a highly dodgy manoeuvre. As for those who seem to rely on the additional strength of a couple of mm of material in an inner tube, I don't think they've thought the issue through. I reckon if a tyre is subjected to sufficient force to peel it from the rim, it will come off, tube or not!

So, what am I getting at with all this?

It is evident from the way our club operates that safety is taken very seriously. Those responsible for initiating the club's policy and doing the work are worthy of our heartfelt thanks. However, taking a stand on safety is not without its risks when technical criteria are enforced and advice is given. In these days of litigation as the means of resolving disputes the club needs to recognise that it might be held accountable for any advice it supports. This means it could be liable for any damages arising from advice it has given or endorsed. It would be sad day if someone got hurt in an accident where the cause was attributable to a club advised modification in vehicle specification or use. I doubt the club could afford the legal fees.



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With respect to tyres, I think the club should formally dissociate itself from any advice with respect to tyres and tubes even to the extent of changing the statement in the Safety and Equipment Check Items checklist where it states that such advice is down to the trip leader. After all, the trip leader is the club's representative. I think the club should make no recommendation other than something like:

"The club does not endorse any recommendation that reduces the safety of any vehicle. With respect to tyre pressures, manufacturers' specifications should be complied with. However, if you do let your tyres down to clear an obstacle, do so only if you have a tyre pump in the vehicle, drive at a reduced speed and make sure you pump them up again as soon as possible. Inner tubes should not be used in tyres designed to be tubeless."

In summary, I believe using tyres with inner tubes and soft is advice potentially as lethal as Russian Roulette. Many of you will disagree, of course, and some will have war stories about negotiating impossible terrain only because the tyres were tubed and flat. But how many of you "tubies" have more punctures than you used to? Does increasing tyre pressure make life easier in mud? Has anyone done any testing? Why don't we try to do some controlled experiments?

FOR SALE

Polished stainless steel side step protectors
Nudge bar with spotlight mounts
Both for a SWB Nissan Patrol/Safari

Offers to Phil Lewton 567 9354 / 025 463 233

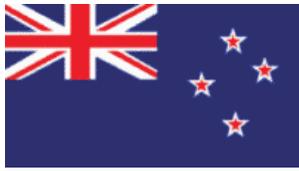
Do you know of anyone wanting to advertise in the newsletter?
If so, get them to give me a call.

The advertising costs for one year (11 issues of 260 copies) are:

Full page	\$500
Half	\$300
Third	\$200
Sixth	\$120



Cross Country Chronicle



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ENTHUSIASTS CLUB

(Rotorua Region)

PO Box 2113
ROTORUA

Wellington Cross Country Vehicle Club
PO Box 78 762
Te Puni
WELLINGTON

Re: Landrover Fun Weekend - Rotorua - 13/14th May 2000

We have the use of a large pumice quarry, just 5 kilometres from the Rotorua City Centre, and invite your club members, who own Landrovers, to a fun Landrover weekend on the 13/14th May. Could you please give this to only Landrover owners in your club.

We intend building two courses, a hard one and an easier one, plus organising a number of fun gymkhana type team events on a large grassy area. We are hoping your club may be able to help with some of these team events by suggesting exciting activities and helping run some of the events.

On Sunday there will be the option of a trip up Mt Tarawera via Lake Rerewhakaaitu, or a forest run.

Saturday night will be an informal get together and we hope to use the Water Ski Club Rooms next to the Blue Lake Motor Camp. We would recommend that everyone stays at the Blue Lake Motor Camp and we include brochures showing accommodation available and fees.

There will be a small charge for the land access and our costs and this will be between \$25.00 and \$35.00 per vehicle, depending on numbers.

We want to make this a low-key fun weekend and may have to restrict numbers so it does not become too unwieldy. Please advise your club members of the weekend - we will send out entry forms shortly but it would be very helpful to us if you could indicate the interest and likely numbers from your club.

Yours faithfully

Ian McDowell
Secretary

Idiots of the month

1. Trying to keep warm in freezing weather, a 50 year old Cypriot huddled over his paraffin heater. Accidentally overturning it, he set himself on fire, screaming in pain as his clothes were engulfed he ran out of his abode and jumped into a nearby reservoir, where he sunk like a stone and drowned.

2. The average cost of rehabilitating a seal after the Exxon Valdez oil spill in Alaska was \$80,000. At a special ceremony, two of the most expensively saved animals were released back into the wild amid cheers and applause from onlookers. A minute later they were both eaten by a killer whale.

3. A psychology student let her spare room to a carpenter in order to nag him constantly and study his reactions. After weeks of needling, he snapped and beat her repeatedly with an axe leaving her mentally retarded.

4. In 1992, Frank Perkins of Los Angeles made an attempt on the world flagpole-sitting record. By the time he had come down, eight hours short of the 400 day record, his sponsor had gone bust, his girlfriend had left him and his phone and electricity had been cut off.

5. A woman came home to find her husband in the kitchen, shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. A shame as he was merely been listening to his walkman.

6. Two animal rights protesters were protesting at the cruelty of sending pigs to a slaughterhouse in Bonn. Suddenly the pigs, all two thousand of them, escaped through a broken fence and stampeded, trampling the two hapless protesters to death.

And the last & best.....

7. Iraqi terrorist, Khay Rahnajet, didn't pay enough postage on a letter bomb. It came back with "return to sender" stamped on it. You've guessed it, he opened it and said a fond farewell to his face.

Two Scottish nuns have just arrived in USA by boat and one says to the other, "I hear that the occupants of this country actually eat dogs." "Odd" her companion replies, "but if we shall live in America, we might as well do as the Americans do." Nodding emphatically, the mother superior points to a hot dog vendor and they both walk toward the cart. "Two dogs, please" says one. The vendor is only too pleased to oblige and he wraps both hot dogs in foil and hands them over the counter. Excited, the nuns hurry over to a bench and begin to unwrap their 'dogs'. The mother superior is first to open hers. She begins to blush and then, staring at it for a moment, leans over to the other nun and whispers cautiously "What part did you get?"



Department of Conservation
Te Papa Atawhai

Our ref: G05/201

16 March 2000

Wgtn Cross Country Vehicle Club
PO Box 38 762
TE PUNI

Tena koe

WELLINGTON CONSERVATION BOARD VACANCIES

I am writing to advise that nominations are currently being sought for the Wellington Conservation Board. An Advertisement seeking nominations is to be published first on the 17 and then on the 24 March 2000.

Four members are being sought for the Wellington Conservation Board. You may be interested in advising suitable persons of the opportunity to serve on the Wellington Conservation Board from the 1 September 2000.

The term of appointment will be for three years. The Wellington Conservation Board provides community input to the work of the Department of Conservation and is involved in conservation planning, policy and management advice covering many different aspects of conservation issues. Further information is provided in the enclosed pamphlet.

In order to encourage nominations for the Wellington Board from as wide a perspective as possible I am writing to range of organisations, conservation groups and local authorities.

The Wellington Board's area of responsibility extends south of a line from the Manawatu river in the west through the Manawatu Gorge eastwards through Pahiatua. The area includes Kapiti, Matiu/Somes and Mana islands, the Tararua, Rimutaka and Aorangi forest parks, Lake Wairarapa and Mount Bruce National Wildlife Centre.

I am enclosing a copy of the information pamphlet, and a nomination form.

If you need any further information, please contact me at the address below or by phone (04) 4725 821.

Nomination forms for the Wellington Conservation Board must be received at:

address: Minister of Conservation
c/o Department of Conservation
Wellington Conservancy
PO Box 5086
WELLINGTON

Please mark envelopes confidential by 14 April 2000.

Naku noa, na

Jennie Brown
Community Relations Officer (Board)
for Conservator



4WD Family Adventure

The Cross Country Vehicle Club (Wellington) Inc.
PO Box 38-762
Te Puni
Wellington

Dear Members

Thank you for your assistance with the Tawa Scouts 4WD Family Adventure on Sunday 19th March. The success of the event certainly owed a lot to your generous support. We raised over \$2,500 for the Tawa Scouts fund to send Scouts to the Australian Jamboree in 2001.

I hope you also enjoyed the day out as well. I talked to many of the people during our stops along the way, and all were very enthusiastic about the outing, and expressed their intention to attend any future event.

The fund-raising committee have a meeting this coming Saturday, and will be discussing the possibility of a future event this year. Your comments or suggestions for any improvement would be most welcome.

Thank you again for your support, and I look forward to future partnerships if we decide to run a similar event.

Yours sincerely,

John Hughes
Event Coordinator
04-232-0151 (Home)
djohn.hughes@xtra.co.nz

Enclosed:
Example handout from the day.

The Cross Country Chronicle

Trip Categories

(Draft Version 0.1)

Most trips and events run by CCVC fall within one of the four categories shown here. Drivers are asked to comply with these requirements in order to participate. The Trip Leader has the discretion to turn away drivers or vehicles that do not comply.

Items marked * are detailed in the Club Safety Policy

Requirement

M = Mandatory

P = Preferred

D = Driver Responsibility

Basic Safety Equipment

First Aid Kit

Fire Extinguisher

Basic Recovery Equipment

Shovel or Spade

Recovery Strop *

Category	Shiny Novice	Shiny 4X4	Club 4X4	Hard Yakkas
Requirement				
Basic Tool Kit *	M	M	M	M
Basic Safety Equipment	P	M	M	M
Basic Recovery Equipment	P	M	M	M
Spare Wheel & Tyre *	M	M	M	M
Equipment to change/repair tyre	M	M	M	M
Offroad Tyres	P	M	M	M
Mud Tyres		M	M	M
Tubes in Tyres		P	P	P
Tow Hooks *	P	M	M	M
Winch and Cable *			P	P
Roll Bar/Cage *				P
WOF *	D	D	D	D
Registration	D	D	D	D
Club Safety Sticker *		M	M	M
Experience Driving Off-road		M	M	M

This description of Trip Categories is included as a trial, to see if it is a more useful way to explain to members which trips are suitable for them and their vehicles. Feedback will be asked for at Club Night.

Pureora Queen's Birthday Weekend

John Vuink is running the winter trip to Pureora Forest this year. Due to the relatively low number of people that participated last year, John has decided to hold the trip over a long weekend rather than on weekdays.

Consequently there is pressure on bookings – the normal lodge accommodation is not available so it will be necessary to book the DOC cabins. As there are a limited number of cabins we need to confirm bookings as soon as possible.

So if you want to come, contact John at home on 567-1142 or 025-439 981 as soon as possible. ***John needs to confirm the bookings urgently!***

Valley View, Akatarawa Forest, 3 January 2000

Woke up to the sound of rain and thought about staying in bed. But thought the better of it, and got up and checked the trip sheet. It was on, rain hail or snow.

Thought it might be an interesting shiny novice trip, as coming down the tracks to Battle Hill were greasy the night before and there'd been rain overnight.

Eleven vehicles turned out on a drizzly morning. Five of them were club members (Vince Stephens, Nissan Patrol; Steve O'Callaghan Toyota Hilux; Ron Wadham, Nissan Patrol; John Wadham, Hilux; Wayne Jansen, Cruiser). The rest were potential members.

Ron made the decision, because of the persistent rain, to start the trip at the Maungatuks. We all made our way there, and assembled in the paddock in the sunshine, for drivers briefing.

Drivers briefing over with, we lowered the air pressure in the tyres. The visitors were surprised to find that the tyre pressure in their vehicles ranged from 16 to 23 psi, instead of the recommended 28 – 32. They obviously do not check their tyre pressures often. That done, we were on our way.

The first creek crossing we came to at the bottom of Wakatiki Rd raised a few comments but no problems. Just a few huge bow waves on the premise that the faster you go in, the quicker you'll get out. Great to watch and thankfully no drowned engines.

Then on to the Pram track. Just enough clay to be interesting. Whenever the vehicles got a little dirty, we would cross a creek and wash them. Some of us worry about our vehicles getting dirty. We arrived at the Akatarawa River near the old sawmill site. Had lunch beside the river and more comments about the brown water rushing past our lunch spot.

I think Vince tackled this one first, with no problems. Then he was out taking photos. More speed, more bow waves. The kids thought the rubber tyred boats were neat, judging by the grins on their faces. All across OK, and then we headed down the Karapoti Gorge over McGies Bridge, then up Valley View Rd (no view, lots of mist). Turned into Air Strip Drive, never saw the air strip. Then on to Parry's Bush Rd, which brought us out eventually to Rally Woods.

The final run down the hill to another river crossing, the Wakatiki. By the time we got to this one, all the novices were experts at crossing deep water, and this was the largest. We had to head upstream 30 metres in water that was dark brown. All made it, no problems.

I hope that the group of non-club members who came enjoyed themselves. I certainly did. What a great trip, thanks Ron.

Wayne Jansen

Trip Database

From: 1/4/2000 To: 30/6/2000

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sat 08/04/00	1	Red Rocks Family Trip	Shiny Novice	Red Rocks & South Coast	Gary Wong Too	C		272
Wed 12/04/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		160
Sat 15/04/00	1	Whiteman's Valley Family Trip	Shiny 4X4	Whiteman's Valley	Antony Royal	C		275
Sun 16/04/00	1	Norm's Crossing Work Party	All	Norm's Crossing Track, Akatarawa Forest	Grant Purdie	C	Work for the morning fixing the water run-offs, and well arrange some Pot Luck trips for the afternoon.	260
Tue 18/04/00	1	Committee Meeting	Meetings	Building Recyclers, Keneperu	Andy Cockroft	C		169
Fri 21/04/00	5	Te Kumi Easter Trip	All	East Cape	Andy Cockroft	C		276
Fri 21/04/00	5	Easter & Anzac at Foxton Beach	All	Foxton Beach	N/A	C	Drive the sand dunes. Camp at Foxton Beach Motor Camp or come for a day.	241
Sun 30/04/00	1	The HARD Hard-Yakka	Hard Yakka	Akatarawa Forest	Collin Landy	C	Winch & Navigator mandatory. Trip route decided on the day - it will be a HARD Hard Yakka.	273
Wed 10/05/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		263
Sat 13/05/00	2	Foxton Beach Grass Planting + Trips	All	Foxton Beach	Andy Cockroft	T	Date and details to be confirmed.	261
Sat 20/05/00	1	Novice Training	Training	-tba-	-tba-	T		281
Sun 21/05/00	1	Hard Yakka -tba-	Hard Yakka	-tba-	-tba-	T		280
Sun 21/05/00	1	Club 4x4 -tba-	Club 4X4	-tba-	-tba-	T		279
Sun 28/05/00	1	Family Coastal Caper	Shiny Novice	Orongorongo Coast	Ron Wadham	P		282
Sun 28/05/00	1	Family Shiny 4x4 -tba-	Shiny 4X4	-tba-	-tba-	T		283

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Tue 30/05/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		265
Fri 02/06/00	4	Pureora Queen's Birthday Weekend	All	Pureora Forest	John Yruink	P	Date, accommodation etc to be confirmed. Bookings will be necessary.	278
Wed 14/06/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		264
Sat 17/06/00	1	Family Shiny Novice - tba-	Shiny Novice	-tba-	-tba-	T		285
Sat 17/06/00	1	Club 4x4 -tba-	Club 4X4	-tba-	-tba-	T		284
Sat 24/06/00	1	Hard Yakka -tba-	Hard Yakka	-tba-	-tba-	T		287
Sat 24/06/00	1	Family Forage	Shiny 4X4	Akatarawa Forest	Ron Wadham	P		286
Tue 27/06/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		266

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: The HARD HARD Yakka

Venue: Akatarawa Forest Category: HARD YAKKA VEHICLE CLUB Wellington (inc)

Trip Leader: Colin Landy Phone: 04 299 - 8188 Callsign: K1

Bookings Required: No Yes Book with Trip Leader before: Sat 29/4/00

Limited Numbers: No Yes

Trip Meeting Point

Gold Coast Mechanical 2 Epiha St, Paraparaumu

Meeting Time Date: Sun 30/4/00 Time: 9:00am

Drivers Briefing Date: Sun 30/4/00 Time: 9:15am

Trip Departure Date: Sun 30/4/00 Time: 9:30am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: Sun 30/4/00 Time: 5-11 pm

Fuel required for: 1 Kms / Days Fuel available at: Paraparaumu

Food required for: 1 Days Food available at: Paraparaumu

Drinks required for: 1 Days Drinks available at: Paraparaumu

Land Access Fee: \$5.00 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 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

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for 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"/> Gravel |
| <input type="checkbox"/> | <input checked="" 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 checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input checked="" 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 |

Notes: Winch and Navigator MANDATORY, Trip route decided on the day, Prepare for a HARD DAY

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Easter and Anzac Foxton Beach

Venue: Foxten Beach

Category: All

VEHICLE CLUB
Wellington (inc)

Trip Leader: _____

Phone: _____

Callsign: _____

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Foxton Beach

Meeting Time

Date: 21-25/04/00

Time: Anytime

Drivers Briefing

Date: 21-25/04/00

Time: Anytime

Trip Departure

Date: 21-25/04/00

Time: Anytime

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Date: 21-25/04/00 **Time:** Anytime

Fuel required for: 1 Kms / Days

Fuel available at: Foxton Beach

Food required for: 1 Days

Food available at: Foxton Beach

Drinks required for: 1 Days

Drinks available at: Foxton Beach

Land Access Fee: _____ Per vehicle/day

Camp Fee: _____ 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 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

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input checked="" 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 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 |

Notes: Book with the Foxton Motor camp for Accomodation if required. Turn up for day trips , overnite trips, night drives

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Norms Crossing Work Party

Venue: Norms Crossing Track **Category:** All

VEHICLE CLUB
Wellington (inc)

Trip Leader: Grant Purdie **Phone:** 04 2331192 **Callsign:** K71

Bookings Required: No Yes **Book with Trip Leader before:** _____

Limited Numbers: No Yes

Trip Meeting Point

Mangakotukutuku Gate

Meeting Time Date: Sun 16/04/00 Time: 9:00am
Drivers Briefing Date: Sun 16/04/00 Time: 9:15am
Trip Departure Date: Sun 16/04/00 Time: 9:30am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: Sun 16/04/00 Time: 4:00pm

Fuel required for: 1 Kms / Days **Fuel available at:** _____

Food required for: 1 Days **Food available at:** _____

Drinks required for: 1 Days **Drinks available at:** _____

Land Access Fee: \$0.00 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 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

Vehicle requirements:

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

Track type:

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

Optional

- Gravel
- Beach or sand
- Clay or mud
- Rocky or river boulders
- Creeks, small rivers
- Deep rivers, water holes
- Deep mud holes
- Average ascents/descents
- Steep ascents/descents

Notes: Work for the morning fixing the water run offs, then pot luck trips for the afternoon, Bring Shovels and Picks

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Whitemans Valley Family Trip

Venue: Whitemans Valley **Category:** Shiny 4X4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Antony Royal **Phone:** 04 234 - 1626 **Callsign:** K94

Bookings Required: No Yes **Book with Trip Leader before:** 15/04/00

Limited Numbers: No Yes

Trip Meeting Point

FIRE No 615 Whitemans Valley Rd, 15 mins from Silverstream

Meeting Time	Date: <u>Sat 15/04/00</u>	Time: <u>9:30am</u>
Drivers Briefing	Date: <u>Sat 15/04/00</u>	Time: <u>9:45am</u>
Trip Departure	Date: <u>Sat 15/04/00</u>	Time: <u>10:00am</u>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Whitemans Valley Rd

Date: Sat 15/04/00 Time: 4:00pm

Fuel required for: 1 Kms / Days **Fuel available at:** Silverstream

Food required for: 1 Days **Food available at:** Silverstream

Drinks required for: 1 Days **Drinks available at:** Silverstream

Land Access Fee: \$10:00 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 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

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for 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 checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> | <input checked="" 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 |

Notes: Good mud tyres essential

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Family Trip Red Rocks

Venue: Red Rocks

Category: Shiny Novice

VEHICLE CLUB
Wellington (inc)

Trip Leader: Gary Wong Too

Phone: 04 528 - 7306

Callsign: K100

Bookings Required: No Yes

Book with leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Red Rocks Quarry Gate

Date: Sat 8/4/00

Time: 9:30am

Drivers Briefing

Date: Sat 8/4/00

Time: 9:45am

Trip Departure

Date: Sat 8/4/00

Time: 10:00am

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Red Rocks Quarry Gate

Date: Sat 8/4/00

Time: 4:00pm

Fuel required for: 1 Kms / Days

Fuel available at: _____

Food required for: 1 Days

Food available at: _____

Drinks required for: 1 Days

Drinks available at: _____

Land Access Fee: \$5 Per vehicle/day **Camp Fee:** _____ 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 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

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for 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"/> Gravel |
| <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: Saturday to allow for gate being open

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Te Kumi Easter Trip

Venue: East Cape

Category: All

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy C / Dave J

Phone: 04 567 - 6464

Callsign: K26

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Wairoa, Bridge carpark

Meeting Time

Date: Fri 21/04/00

Time: 12:00 noon

Drivers Briefing

Date: _____

Time: _____

Trip Departure

Date: Fri 21/04/00

Time: 1:00 pm

Alternative Meeting Point

Date: _____

Time: _____

Expected Finishing Point

Opotiki

Date: 25/04/00

Time: 12 noon

Fuel required for: 5 Days

Fuel available at: Tu Kumi (Limited)

Food required for: 5 Days

Food available at: Hicks Bay

Drinks required for: 5 Days

Drinks available at: Hicks Bay

Land Access Fee: \$95.00 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 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

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
- 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"/> Gravel |
| <input type="checkbox"/> | <input checked="" 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 checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input checked="" 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 |

Notes: Booking Required, Map provided when Booked



Bowler Motors Limited



(Incorporating Aluminium Welding Services)

Full Workshop Facilities:

Cars - Vans - Trucks - Plant - 4WD's - Small Engines

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- ⇒ **Disc & Drum Machining** - Car & Truck
(on/off vehicle)
- ⇒ **Exhaust Pipe Fabrication** - up to 3^{inch}
- ⇒ **CNG/LPG** - Installation & Maintenance
- ⇒ **Engineering** - Trailers, Decks, Tow Hooks,
Protection Bars & Winch Mounts
- ⇒ **WOF's & AFC's** - While you wait
(Appointment Necessary)
- ⇒ **Rust Repairs** - No job too big or small

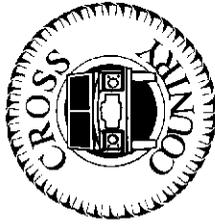
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**Pete Birkett
&
Dave Bowler**





VEHICLE CLUB
Wellington (inc)

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