



VEHICLE CLUB
Wellington (inc)



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June 2000

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz

Cross Country Vehicle Club (Wellington) Inc

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The club meets at 7:30pm on the 2nd Wednesday of each month at the
Belmont Hall, Lower Hutt

MAGAZINE CONTRIBUTIONS

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

SAFETY POLICY

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

Co-ordinator Jim Johnson 04 938 9404 or 025 247 1289

DISCLAIMER

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



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EDITORIAL RAMBLINGS

Welcome to another packed newsletter. There's quite a few trip reports this time as people have been sending them in to me - great stuff, thanks!!!

There is also a few articles I found on the internet that looked interesting so I hope you enjoy them too.

So read on...

Alan...

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FAMILY COASTAL CAPER ORONGORONGO COAST

Woke up to a beautiful sunny day that looked promising for some exciting scenic views and just the ticket to get away from routine life.

At the meeting point at Rimutaka National Park we found a small group of about seven vehicles by about 8:45am which I thought was a low turn out for a day like this. Within fifteen minutes however numbers increased dramatically to about 30 vehicles. Ron had started checking off the vehicles by that time but vehicles kept on coming with many new comers to 4WD by the look of their vehicles. I found that the safety stickers made that part of the trip a breeze. By the time we had the drivers meeting, mention was made that there were about sixty vehicles. It meant a slow trip over cattle ridge and Ron mentioned that he had not been up there for about eight months and some scratches were probable. We set off at about 10:30 and made our way up to cattle ridge. Most vehicles required a two-point turn to change direction at the top. There were some great views of the Wellington harbour and the Orongorongo ranges. Not long after that point one vehicle experienced problems with a hub.

My oldest son had come with me to record the journey on video just to show the greater Wellington surrounds from a different perspective. The beautiful weather made for some spectacular views as we headed south toward the Wainui coastline. Some parts of the track were a bit slippery and it became soon clear to me that the vehicle would find its own footing in low ratio first gear down the steeper parts of the track. Just touching the brakes was enough to cause the vehicle to break out as observed on other vehicles as well. There were no problems getting the convoy down and onto the beach where we had lunch. It was good to see so many people having a nice day out.

After lunch we set off around the coastline which had some rocky washouts that caused many vehicles to bottom including mine. But alas no problem as the vehicles were allowed to crawl over the obstacles. The scenery along the coast was magic and some of us also found mudholes to play in and sandhills to climb. Eventually we stopped at the point where a concrete hulled yacht had foundered about three decades ago which was not far from Lake Ferry.

Some trip members decided to continue toward Featherston and return home via the Rimutaka hill route. The majority however returned the way they had come along the coast. On the way back we towed a cruiser clear that had been affected by water on its electric's. All was well for a little while till we came to a waterhole where a Discovery was stuck in the deepest part with water well above bottom seals of the doors after ingesting water. The driver had been a little over enthusiastic and not followed prudence. (Eg. walk the pond if you are not sure of its depth. What followed was an example of good camaraderie and co-operation, which has made CCVC the club it is.

It required several determined attempts by Alan's Nissan to strop the vehicle out. Going by the screams from the occupants, significant snatching forces were transferred to the Discovery. It was quite funny to see the doors opening and the water gushing out. Funny part was that a book and a deodorant stick were left floating in the deepest part of the pond which the driver was made to retrieve on the grounds of 'Tread Lightly' policy with onlookers having a good laugh.

There were some capable people who removed the spark plugs from the V8 engine and we watched



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as the clouds of water mist were expelled from the combustion chambers. I believe this was recorded on film. I remember seeing several video cameras recording some of the events that followed. Getting it all together was not a problem but the engine would not start. After several attempts of changing ignition wires and removing plugs for a second time the prognosis did not look good. Eventually it appeared a foregone conclusion that a tow back to civilisation was required. But just then one of the guys who had replaced the spark plugs decided to have one last go. He didn't touch the accelerator pedal and presto; the engine sprang into life as if just serviced. Well it had hadn't it? The electronic ignition cut the fuel supply when the throttle was fully depressed which is what it was designed to do. The owner had, while cranking the engine over held the accelerator to the floor as was done prior to the days of electronic ignition. The relief on the owner's face told a story or two. It took about one and half-hours to get the vehicle moving again.

Off we went and caught up eventually with the waiting conveyer at the next gate. It was dark by the time we reached the last gate on the Wainuiomata coast but what a day it had been.

Apologies to those who helped in the Discovery recovery but who's name I have not included above.

Many thanks Ron for a very good trip and enjoyable day out.

Lutz Wolters



FOR SALE

JEEP CJ4A 1974

ENGINE:	Ford Falcon 3.9l alloy head / Crossflow / 2 barrel Webber.
TRANSMISSION:	CJ4A Military (Heavy Duty).
STEERING:	Holden power steering box.
DIFFERENTIALS:	Dana 44.
BRAKES (Front / Rear):	Disc Breaks (closed swivel housing) / Standard Drums.
WHEELS / TYRES:	750X16 SATs' (excellent cond) on white steel spoke rims.
OTHER:	Full Roll Cage. Soft Top - two piece (heavy duty PVC).
Overall Condition:	Some minor body rust/ handbrake needs attention (shoes)/ Oil leaking from power steering box.
Spare Parts:	(Inclusive of price) Transfer Case/ complete front diff. (incl discs, Calipers and cable operated diff lock (Dana 44 open knuckle)).

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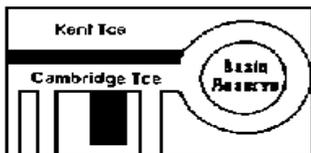
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EQUIPMENT REQUIRED ON CLUB TRIPS.

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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Are you professional?

The following 4 questions will tell whether you are qualified to be a "professional". The answers are on the following page, but don't look till you've answered them first.

1. How do you put a giraffe into a refrigerator?
2. How do you put an elephant into a refrigerator?
3. The Lion King is hosting an animal conference, all the animals attend except one - which animal does not attend?
4. There is a river you must cross. But it is inhabited by crocodiles - how do you manage it?

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Are you professional?

Here are the answers to the question posed on the previous page:

1. Open the refrigerator, put in the giraffe and close the door.
(This question tests whether you tend to do simple things in an overly complicated way.)
2. Wrong Answer: Open the refrigerator, put in the elephant and close the refrigerator.
Correct Answer : Open the refrigerator, take out the giraffe, put in the elephant and close the door.
(This tests your ability to think through the repercussions of your actions.)
3. Correct Answer : The Elephant because the Elephant is in the refrigerator.
(This tests your memory.)
4. Correct Answer: You swim across. All the Crocodiles are attending the Animal Conference!
(This tests whether you learn quickly from your mistakes.)

According to Andersen Consulting Worldwide, around 90% of the professionals they tested got all questions wrong. But many pre-schoolers got several correct answers. Andersen Consulting says this conclusively disproves the theory that most professionals have the brains of a four year old.

And below is a few anonymous, but rather presidential, comments on the survey:.

There are significant methodology limitations, however.

- 1) *There is no suggestion that the elephant must go into the same fridge as the giraffe was put into. Indeed, the default situation ("*a* refrigerator") suggests that it could be any fridge, presently-giraffe-occupied or not. Therefore, the model answer is wrong.*
- 2) *The implication is that each animal is represented at the conference by a single representative (as evidenced by the fact that the elephant does not attend as he is in the fridge), and if that representative is in one place, sh/e cannot be in another place. However, Q.4 says the river is infested by "crocodiles" (plural). Therefore, if one crocodile representative is sent to the conference, this still leaves one or most to infest the river (an infestation, incidentally, would suggest many crocodiles, and not just one or two, thus reinforcing this line of reasoning). Therefore, ipso facto, the animal conference does not guarantee a croc-free river, and is a red herring (although the red herring is probably also attending. Except fish are not land-based animals, so may not be invited. Hmnn - a gray redherring area). It is therefore still not safe to cross the river on account of the remaining crocodiles. My recommendation would be that you remove the elephant from the fridge, release the giraffe up the river to distract the remaining crocodiles, then ride the elephant across the river, just in case. Again the model is wrong. What a croc up!*

Conclusion: Any consultant who accepts this test at face value may not survive in the corporate jungle.....



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TE KUMI STATION EASTER 2000 TRIP

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Trip Leader: Andy Cockroft Co Leader: David Jones

This trip proved interesting as a multi-club experience. A request from Kauri Coast member (north of Akld) and discussions about Te Kumi Station started the planning for the long Easter break.

The first gathering point was at Wairoa on a cold bleak Easter Friday. Some had stopped overnight and some had left Wgtn early hours of morning to arrive by noon..

Welcome to "The Foreigners"- Ray & Neil from Harihari south of Hokitika. About 1pm we headed off down several windy dusty inland roads. We arrived at Gisborne about 3pm. Reassemble about 3.30 for those who wanted to drive further inland to see some huge landslides. It was a quick trip to get there before dark. I hear Lyndsay, Trish & Chris Dahlberg slid in to met the bank in a hurry up there. The group was a bit disjointed that night as we stayed in various accommodation across town some better than others! Please note: Showgrounds Motor Camp not recommended for future trips.

Saturday brought more unity as we met the Kauri Coasters John & Colin who came in matching SWB Maroon Nissans to add to 2 already in convoy. This brought the total



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convoy to 15 vehicles when Brendan Fenton & boys from Akld joined in too.



After refueling & ice-cream stop at last shop Te Araroa there was another hour or so of driving roads before arriving at Te Kumi Station Hurray! The accommodation was Grand Old Shearer's Quarters, complete with air conditioning. It was going near 5pm so set up camp and get the barbeque on followed by some of the dozens of Hot Cross Buns purchased.

What the accommodation lacked the hospitality made up for. We join the hosts at the main house that night for music, laughs and talking.

This trip provided some firsts: first time John Lau had got his Nissan out of the garage since October and first trip for Bill Smiths wife who enjoyed the country side when training for her marathon coming up.



Sunday onto some serious 4x4 at last lead through some lovely country side by Colin from Kauri Coast, but then back to that shop for **more ice-creams and petrol** and the long way home by road. Much fun **was had in the swollen river back near camp.**

Sunday night Andrew & Noelene Baussman provided laptop movies for the teenagers. The **losers** of 500 were on supper duty **HOT CROSS BUNS!! AGAIN!!**



Monday provided more opportunities for horse riding, recreation and exploring Te Kumi. The annual rainfall up there is approx 135 inches and the ground was sliding and **VERY SOFT.**

After a few smaller rescues Monday afternoon exhibited real drama as far as Wendy Rozenberg was concerned. She nearly had heart failure as she watch Barry and the Nissan sliding sideways down a grassy bank. She couldn't face seeing vehicle in garage for another few weeks being repaired. About then a strategy was decided that spades were needed to dig a trench and retreat before anyone did actually roll over!! The day was finished nicely by a roast wild pork and lamb with lovely salads, provided by hosts but supervised by Tania a caterer in the group who willingly worked hard for us all. We were joined by hosts and some local farmers for tea.



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After dinner we had a great time in the woolshed with the family DJ a good time for the young & old to be footloose and fancy free for a while. Andy showed team spirit by leading the Bunnyhop Dance. Just after most of us had gone back to accommodation across the paddock the next downpour arrived.

Another sleepless night Terrible thunder and we hoped our tents would hold out the torrential rain. I

believe those in Shearer's Quarters didn't all stay dry either - thanks to that air conditioning.

Tuesday Pack up and choose your own route home. Andy's group of 4 vehicles went though the Motu the quick scenic route but it **did** take a long time, I hear.

Well an interesting weekend away, but glad we had that many days as big mileage. Over 12 hours in vehicle travelling straight home on main highways for most.

Written by Wendy Rozenberg 6/6/00

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You think the Y2K problem is bad....

In March, 1992 a man living in Newton (near Boston), Massachusetts received a bill for his as yet unused gas line stating that he owed \$0.00. He ignored it and threw it away. In April he received another and threw that one away too. The following month the gas company sent him a very nasty note stating they were going to cancel his gas line if he didn't send them \$0.00 by return mail. He called them, talked to them, they said it was a computer error and they would take care of it. The following month he decided that it was about time that he tried out the troublesome gas line figuring that if there were usage on the account it would put an end to his ridiculous predicament. However, when he went to use the gas, it had been cut off. He called the gas company who apologized for the computer error once again and said that they would take care of it. The next day he got a bill for \$0.00 stating that payment was now overdue.

Assuming that having spoken to them the previous day the latest bill was yet another mistake and he ignored it, trusting that the company would be as good as their word and sort the problem out. The next month he got a bill for \$0.00 stating that he had 10 days to pay his account or the company would have to take steps to recover the debt. Finally, giving in, he thought he would beat the company at their own game and mailed them a check for \$0.00. The computer duly processed his account and returned a statement to the effect that he now owed the gas company nothing at all. A week later, the man's bank called him asking him what he was doing writing a cheque for \$0.00. After a lengthy explanation the bank replied that the \$0.00 check had caused their check processing software to fail. The bank could therefore not process ANY checks from ANY of their customers that day because the check for \$0.00 was causing the computer to crash.

The following month the man received a letter from the gas company claiming that his check had bounced and that he now owed them \$0.00 and unless he sent a check by return of post they would be taking steps to recover the debt.

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FAMILY COASTAL CAPER, ORONGORONGO COAST Sunday 28 May 2000

We pulled into the Rimutaka Forest car park at about 9.20 am expecting 15 to 20 vehicles, and got a real shock we were told there were 60 there for the trip. There were many really nice very shinies on this trip the good weather brings them out. I only saw a few members I knew, Alan Donaldson, Ron Wadham the trip leader, Ian Hendra, Steve O"Callaghan, Vince Stephens because the numbers were so great.

Vehicle checks and drivers briefing over, we were on our way. Ron mentioned at drivers briefing that he hadn't been up the track for a few months, and there might be some brush marks on the vehicles. That was an understatement. I own an old FJ40 and I was worried about the shrubs knocking the fibreglass out. The trip to the top of the ridge was uneventful, but it's a shame that in a few years time we'll lose the spectacular views of Wellington and the Hutt Valley as the pines grow. At the top of Cattle Ridge was saw a crashed UFO.

Somewhere in front of us we heard Alan Donaldson mentioning to Ron that the free wheeling hubs in one of the vehicles near him weren't engaging. There was a slight delay while a big hammer was found. Hubs were engaged with use of special tool. Then we went down the gravel track into the Orongorongo River. We had lunch in front of Riddifords Station. We followed the coast round over the scree slopes with no problems with the short wheel bases, but some of the shiny long wheel bases had their running boards and rear steps modified here. Some prospective and current members found a mudhole to play in, no casualties as yet.

The trip carried on to Ocean Beach, had a short break and then turned and came back. On the way back, a Landrover Discovery attempted the dammed creek at Windy Point, where the old wrecked A Frame Hut is, (slightly north of the dead dog and the dead possum). The Discovery entered the creek with the sunroof open (mistake number 1), no snorkel (mistake number 2), at the deep end (mistake number 3). End result V8 with cylinders full of water, and vehicle and occupants with wet bums. Alan Donaldson offered a tow, but being in his Sunday best, didn't want to walk into the pond up to his waist and get wet, so offered the end of his towing strop to the occupant of the now stationary wet Discovery. There's no choice sometimes.

The vehicle was extricated after five snatches they're heavy when they're full of water. The spark plugs were removed, then distributor cap, and liberal amounts of CRC sprayed into the distributor and distributor cap. Liberal amounts of engine start were sprayed into the soggy air inlet. After much cranking, he got lucky and had a runner. After this slight mishap, it was back on the trail to catch up with the remainder of the group. While all this was happening, the other 50 vehicles were 4 km around the coast waiting patiently at the



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next locked gate, the key was still with us because we needed it to lock the gate at Windy Point.

There was one other small incident caused by people turning off and not waiting to check that the next vehicle can clearly see where to go. This meant that three vehicles missed the turn off, and drove onto private property, which we didn't have permission to be on. There was no problem this day, but this shows the importance of keeping the vehicle immediately behind in sight, particularly at turnoffs. This was near enough to the end of the trip, I think that everybody who came had a good \$10 worth of fun and entertainment. Ron's trips around this cost line are always good value, we've done the trip before, but it's always different.

Thanks Ron.

Wayne Jansen and Rowan Anderson

A man in his 40's bought a new BMW and was out on the interstate for a nice evening drive. The top was down, the breeze was blowing through what was left of his hair, and he decided to open her up. As the needle jumped up to 80 mph, he suddenly saw flashing red and blue lights behind him. "There's no way they can catch a BMW," he thought to himself and opened her up further. The needle hit 90, 100.... then the reality of the >situation hit him. "What the world am I doing?" he thought and pulled over.

The cop came up to him, took his license without a word, and examined it >and the car. "It's been a long day, this is the end of my shift, and it's Friday the 13th. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go."

The guy thinks for a second and says, "Last week my wife ran off with a cop. I was afraid you were trying to give her back."

"Have a nice weekend," said the officer.

FOXTON BEACH WORKPARTY AND TRIPS 13 AND 14 MAY 2000

Grant and Jill Purdie, Andy Cockroft, Bruce Mulhare, John Vruink and I arrived on the Saturday sorry I can't remember if any one else was there, it's too long ago! The clean up on Saturday was hampered by lack of helpers, but Sunday morning went well with several trailer loads of rubbish from the bowl taken to the tip and several car bodies towed out for the Council to pick up.

On Sunday after lunch we headed on up to Ashurst to meet at the Mobil Station at 2 pm. Trip vehicles were a Hilux Surf, two Landcruisers, a Pajero, an Isuzu Bighorn, Andy's Range Rover and John's Nissan Patrol. Not many people came out on the Sunday, must have been home with their mums (it



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was Mothers Day). We headed off over the alternative route from Ashurst to Woodville for a trip up to Whariti Peak transmitter station. After a good climb we finally arrived. I can only imagine what the views must be like because we all had afternoon tea standing in the mist and the rain and the wind. We went back down to SH 2, crossed the top end of the Manawatu Gorge over the long single lane concrete bridge into Ballance Rd. We turned right into Hallblock Rd and drove up a winding hill to reach the wind farm. More spectacular views (I am told) but all I saw were wind turbine blades coming out of the mist and making a very eerie sound.

This road deteriorated to a farm track where the sign said "Road ends, no exit". We carried on because "no exit" doesn't mean "no exit" to us it just means "you might be late home for tea". The track had been recently graded, so wasn't as bad as first thought. We came to one section of road that had a high or low option. The low option was level and full of water, the high was well out of the water, but off camber. Andy went for the low option and got stuck. Jeff in his Landcruiser towed him out. After that there was a nice bit of greasy off camber road. That claimed the Bighorn, with a slight modification to its front left bullbar, but still no real problems.

The rest of this trip through this track was uneventful. We all regrouped at the summit of the Pahiatua Track where there was a brief description about the track and the views we would have seen on a pleasant day. We must come back.

Thank you Andy, for an interesting damp Sunday afternoon trip. It was good fun and good company.

Wayne Jansen

Things You Don't Want to Hear During Surgery:

Better save that. We'll need it for the autopsy.
Someone call the janitor - we're going to need a mop
Bo! Bo! Comeback with that! Bad Dog!
Wait a minute, if this is his spleen, then what's that?
Hand me that...uh...that uh.....thingie
Oh no! I just lost my Rolex.
Oops! Hey, has anyone ever survived 500ml of this stuff before?
Damn, there go the lights again...
"Ya know, there's big money in kidneys. Hell, this guy's got two of 'em.
Everybody stand back! I lost my contact lens!
Could you stop that thing from beating; it's throwing my concentration off
What's this doing here?
I hate it when they're missing stuff in here.
I wish I hadn't forgotten my glasses.
Sterile, shcmeril. The floor's clean, right?
What do mean he wasn't in for a sex change...!
Anyone see where I left that scalpel?
Nurse, did this patient sign the organ donation card?
Don't worry. I think it is sharp enough.
She's gonna blow! Everyone take cover!!!
Damn! Page 47 of the manual is missing!
FIRE! FIRE! Everyone get out!



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Family Membership - for discussion at club night By Ross van Waas

Our club seems to have an unusual definition for that of Family Member. In all other clubs that I have been involved with over the years Family Member means membership by the whole family to that club or organisation. In our club it seems to mean membership by an additional member of an individuals family.

In our club we only have 4 or 5 "Family Members". Reading by the rules that means for a great majority of us our spouses, for example, are not members at all. This further would mean that officially all those events that we run where family takes part, eg ladies day, we should be charging as if they are non members, ie. the usual visitors fee of \$25. Now imagine the outcry if the committee tried to enforce the letter of the law in this area.

Naturally its not going to happen but it does pose some interesting thoughts. I'm proposing that we split the definition of "family membership" so as to include one with a more traditional understanding. To explain: at present an individual member pays a subscription of \$50 and if additional members of his/her family wish to belong they pay the family membership fee of \$30. This gives them access to club assets and activities and also gives that person a vote on club issues. However only 1 copy of the club newsletter is sent to that household.

I'd like to propose that we introduce an extra category of family membership at a subscription rate of \$65. In this case an individual member can choose this option which would then recognise their spouse and any kids as members of the club. This category of member will still only receive 1 newsletter but will also only have 1 vote on club issues, but the whole family is recognised as being members and is entitled to partake in all club activities.

Thus we would have 2 categories of family membership:

!The family member with full voting rights. ie has paid the \$30 family fee (ie total minimum subs paid in this household would be \$80), or

!The family member where there is only 1 vote allocated to the household (total subs paid in this household would be \$65)

An extra proviso should be brought in here, in that any person over the age of 18 should not be allowed to fall under option 2. If he/she wishes not to be a full member in his or her own right they can still be a family member but must fall under option 1. The benefits to be gained from this situation would include the following;

!This represents an optional discount to our existing family members

!This also represents only a small increase in subs to all our individual members who would like to have their families considered as members of CCVC also

!The clubs membership count can be officially raised to include all the family in the no's; thus giving us a potential count of 500 members. This now can be doctored to suit our needs where necessary. ie. we wouldn't want to quote our numbers in this way if we ever wanted to rejoin the association for example, but it sure would add a lot of weight to our land access committee in their fight on these issues if they could quote a club of 400 to 500 or more.



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Office of the Mayor



DISTRICT OF HOROWHENUA

Horowhenua District Council, 13 Bush Street, Private Bag 4002, LEVIN, New Zealand.
Telephone 64 6 368-7189, Fax 64 6 367-9212

TFR:TET
16 May 2000

Mr Grant Purdie
Wellington Four Wheel Drive Assn

Dear Grant

Working Bee at Foxton Beach 13 May 2000

Council Officers have informed me about the huge amount of work that your Association has once again undertaken in the form of a voluntary working bee at Foxton Beach.

I understand through the Parks Manager that your Association will be making submissions to the Foxton Beach Draft Coastal Management Plan (FBCMP) and you will be given the opportunity to present your views with respect to the future management policies for this area and the opportunities that will be allowed for.

While I can understand your Association's concerns relating to the draft FBCMP and your desire to present a positive image to the general public I am in no doubt that your motives for undertaking this work are sincere. In turning out (in force) you set a very positive role model image for other people who use the beach for their off road recreation.

Thank you on behalf of the Horowhenua District Council for your efforts in cleaning up this site, we understand and are often frustrated with the amount of debris that is dropped off or left there by inconsiderate people. Your energy and attitude is a fine example to others.

Yours faithfully

TF (Tom) Robinson JP
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53rd MotorSport New Zealand Annual General Council Meeting
Waipuna Conference Centre
Auckland 5-6 May 2000

Attendance Report
By Ian Hendra, MotorSport Liaison Officer
Cross Country Vehicle Club, Wellington, (Inc.)

Introduction:

General

Having only recently taken up the job of MotorSport Liaison, I did not really know what to expect from attending the MotorSport New Zealand (MSNZ) Annual General Council Meeting other than to share a couple of days with a large number of the country's committed petrolheads. I set myself the following objectives by way of structure:

- ! To understand the structure of MSNZ.
- ! To get an awareness of what services are offered



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- ! To see what was in MSNZ for us
- ! To see what we might be able to offer to them
- ! To make contact with delegates from other clubs
- ! To note anything that might be of general interest

Report

Rather than produce a report merely recording what happened, this report has been written against headings from these objectives, with recommendations where I think they are appropriate.

Thanks

I take this opportunity to thank WCCVC for the opportunity to attend, I enjoyed it immensely. I met people who not only really knew what a 1960s BMC Riley 1.5 was, but actually drove them and had a Wolseley 1500 as well. I met those who knew sporting Triumphs and Formula Fords, Fiat Abarths and BMW Isettas. It was a real trip down memory lane for me.

Only 4WD delegate

On the downside, I suppose, although it does show the potential of the opportunity for us, I was the only delegate present from a 4WD club. This indicates that our variety of motoring has yet to establish itself in our nation's principal forum. I tried hard to make my presence felt, but we have a long way to go.

The structure of MotorSport New Zealand

General

MotorSport New Zealand (MSNZ) has been around more than 50 years and is concerned with sporting competition. It is affiliated to the FiA (Federation Internationale de l'Automobile) which is the world organising body for motor sport and is based in Geneva. There are permanent premises in Torrens Place, Wellington with a full time employed secretariat. The structure also includes separate Circuit Safety and Steward Departments. MSNZ has excellent relationships with the Hillary Commission.

Members

The membership of MSNZ is the clubs that subscribe. Each club has to be an incorporated society. Each member club is allowed to send a delegate to the AGCM but in order to share the cost of this there is a travel equalisation system whereby the Secretariat



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calculates the mean cost of travel for all the attending delegates then charges or refunds accordingly.

Associate Members

A change arising from the AGSM this year was to introduce the category of Associate Member for small clubs organising relatively few events. Associate members thereby get access to MSNZ insurance services and technical support but don't get the right to vote at the AGCM. Some clubs, though, have small groups associated with them to provide the appropriate representation.

Recommendation 1:

WCCVC should raise the aspect of MSNZ Associate Membership with the Valley 4WD Club because they will need affiliation with MSNZ in order to take advantage of MSNZ services to include insurance.

Advisory Commissions

There is an Advisory Commission for each of the sporting streams as follows

! ClubSport

! Historic and Classic

! Rally

! Race

The members of these commissions come from member clubs.

Handbooks and the New Zealand MotorSport Manual

Each commission is responsible for the Handbook covering its stream but there is a New Zealand MotorSport Manual (currently #28) which details the common areas.

Executive Committee

The Chairpeople of these commissions sit as the MSNZ Executive Committee along with the President, the General Manager, the Chief Steward, and the Chair of the Technical and Regulatory Advisory Commission (TRAC) all of whom are ex-officio.

Decision making systems

Decision making was commendably simple. The Advisory Commissions looked after the policies and procedures for each sporting stream. The departments provided the technical resources. The Secretariat was allowed to operate within budget and plan but was answerable to the Executive Committee itself being answerable to the Annual



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General Council Meeting (AGCM) consisting of nominated delegates from member clubs. So even in an organisation consisting of more than a hundred clubs and thousands of members, lines of communication were short. It was noteworthy that in the plenary meeting on Saturday, a remit was put to establish a regional structure. This remit was rejected because it would have introduced unnecessary tiers with an attendant reduction in responsiveness.

Funding

Nearly 70% of MSNZ's funding comes from competition levies and licences. Membership subscriptions, advertising revenue, permits and grants comprise much of the remainder to include a significant amount from the Hillary Commission.

Towards 2010

MSNZ has prepared a Strategic Plan called "Towards 2010" which is published as a separate document to set out the organisation's intentions for the next decade.

The Annual General Council Meeting

General

The AGCM was held over two days, Friday and Saturday 5 & 6 May 2000.

Friday 5 May 2000

The Friday agenda included two workshops and meetings for each Advisory Commission (AC). The workshops dealt with Communication and Finance as separate discussion points. The AC meetings were convened to receive an annual report by the chairperson, to address relevant points in the MSNZ Strategic Plan "Towards 2010" and to consider remits and discussion points concerning points arising from Handbooks and the Manual. The real detailed business was done here because the issues covered related to how events were organised and took place. I sat through all four streams even though it became clear quite early on that 4WD events would be covered almost exclusively under regulations in the ClubSport Organiser's Handbook.

Review of 4WD-ing

I took the opportunity to point out that "Towards 2010" said nothing about 4WD-ing even though on the basis of numbers the interest nationally in the sport was larger than many others. The ClubSport AC undertook to investigate developing 4WD-ing as one or more of the events within its scope.

Saturday 6 May 2000

The Plenary Meeting on Saturday was a normal AGM structure but the minutes of the Workshops were received for action. There was consideration of remits seeking amendments to the Constitution and By Laws and to the National Sporting Code section of



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the Manual. In the evening, there was the prestigious Annual Dinner and presentations of prizes. I did not attend this black tie function.

Services offered by MSNZ

Insurance

MSNZ offers third party insurance arising from incidents occurring during events. However, in order to take advantage of this a Permit has to be issued for each event, AND, competitors have to pay the MSNZ entry fee, which is \$4-50 each.

Event Management

There are the Handbooks, which give detailed guidance on how to arrange and manage events. In our case, the relevant one would be the ClubSport Organiser's Handbook which covers Autocross, Hill Climbs, Motorkhanas, Triathlons, Rally Sprints, Sprints, Navigational Trials, Regularity Trials, and Sporting Trials. Details cover from setting up an event committee to dealing with disputes. There's also a wealth of expertise in all of these from existing clubs in our vicinity so there is no need to re-invent the wheel if we want to arrange some competitive 4WD-ing even though there is nothing specifically 4WD off road vehicles. With this in mind of course, it is a moot point about whether or not a club trip is an event because the gist of an event to MSNZ is the competitive element.

Training

MSNZ arranges training seminars for course marshals and stewards, and for scrutineers. MSNZ will reimburse travel costs for participants travelling longer distances. There are also rules and guidance on driver coaching.

Technical

At the heart of safe motor sport is the need for safe vehicles. The Scrutineers Handbook covers how scrutineering is done efficiently and effectively using an auditing methodology based on an entry from declaration by each competitor that their vehicle complies with the regulations and a sampling procedure. Backing all this up, the ClubSport Handbook goes down to fine detail of vehicle requirements and the MotorSport Handbook even provides drawings of fixings for roll cages and the like.

Lobbying

MSNZ is the principal representative organisation for motor sport in NZ. There are no others even approaching their level of penetration into regulatory and commercial sectors except the AA which doesn't associate itself overtly with motor sport

What's in MSNZ for us?

Credibility

The main benefit we stand to gain from membership of MSNZ and enhancing our



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involvement is credibility. They have a most professional approach, which sees them taken seriously in most quarters. This can only assist us in our negotiations to gain land access.

Recommendation 2

WCCVC should make formal application to MSNZ to be included in the current review of 4WD-sports being undertaken by the Executive Committee

Insurance

Access to their insurance services is also of huge benefit if we are to avail ourselves of their discounted premiums. Without obtaining permits and paying entry fees we do not get this.

Recommendation 3

All events in our club, whether existing or being considered, should be reviewed against MSNZ regulations to endure that our level of conformance does not compromise the requirements for insurance cover. This will mean, at least, ensuring that permits are obtained, entry fees are collected, and MSNZ safety procedures and requirements are met to include safety planning, scrutineering, and stewarding,

Training

WCCVC committees appear to have taken much time and effort to produce an infrastructure for club members that provides good safeguards however, much of this work has been done elsewhere in very similar sports.

Recommendation 4

WCCVC should avail itself of MSNZ training in order to increase awareness of national standards, which may be applicable to our branch of motor sport.

Technical

Similarly WCCVC has set up a number of technical requirements which may be at odds with accepted practice, not go far enough or go too far.

Recommendation 5

The current WCCVC Safety Scheme should be reviewed against MSNZ systems to ensure that we are in line with current best practice in motor sport particularly with regard to:

- ! *our philosophy of badging "safe" vehicles,*
- ! *obtaining a statement of conformity from participant drivers for each event,*
- ! *the use of logbooks,*
- ! *the efficacy of our policies on the attachment of tow hooks,*



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! *the condition of recovery equipment,*

! *the use of tyres.*

What we can offer MSNZ

Entry fees

We need to pay our fees if we are to obtain the services.

Numbers

Compared to many other clubs, our membership is large and the number of events we run is huge. We ran 67 trips last year from a membership of about 200. These numbers place us way up there in the ranking yet currently we don't declare our numbers because it seems that we don't get permits and we don't pay entry fees. The numbers are used to influence the weight of lobbying and to enhance grants. MSNZ wants our statistics.

Support

From time to time rally organisers have problems getting sufficient support for access to their events to cover such requirements as transporting marshals and stewards, recovery of vehicles, track clearance, course opening and closing, and dealing with emergencies. We 4WD-ers could assist greatly with all these things, and get to be spectators of some awesome events at the same time.

Contact with delegates from other clubs

WMSA

Among many other people, I met Graeme Penhey from Harbour Capital Car Club and Dave Davies from the Hutt Valley Car Club both of whom offered me much time and advice. I take this opportunity to thank them for putting up with all my questions! They introduced me to the Wellington MotorSport Association (WMSA) which is a forum for the 17 car clubs in this part of the world. They meet on the 3rd Monday of every second month.

Recommendation 6

WCCVC should participate in WMSA.

Graeme and Dave

Both Graeme and Dave are dedicated MotorSport enthusiasts with experience as competitors, marshals, stewards and scrutineers. Both would be happy to come to WCCVC to share their experience and knowledge with us.

Recommendation 7

WCCVC committee should set up a sub-committee to review the whole competition



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scenario and seek the assistance of Graeme and Dave to help us.

Items of general interest

Sporting Trials

Sporting Trials is a recent innovation as a ClubSport event in NZ even though it's been around in the UK for 50 years or more. Taranaki is where it seems to happen at the moment. The cars consist of a Honda Civic power unit with the diff locked and the transmission connected to an A60 back axle. Being permanently in low ratio, the car has a top speed of about 10 kph but will climb the side of a house. Front axle is an old torque tube with a chassis mounted Rose joint in the middle, two motorcycle rear suspension units and Hillman Imp kingpin assemblies hold the wheels on. Articulation is enormous! Rear tyres are 165x15 road tyres with bolts through the rims to stop the tyre beads slipping away from the rims. Tyre pressure is about 2psi and you don't need tubes! There's a rear brake biasing system so that you can apply differential braking to the rear wheels. This enable the driver to spin the whole car on a radius centred on a rear wheel so the diameter of the minimum turning circle is about twice the car's length. The crew consists of a driver and a passenger known as the "bouncer" whose job it is to assist in managing traction and balance. It stuck me as the perfect sport for those who like throwing their weight about.

Sid Hirst from Inglewood makes the cars here and had one on display with another giving rides around a tightly gated course on the Waipuna's lawns that extend to the banks of the Panmure Lagoon. I had a ride and it was great fun. Hanging out the side on a diagonal traverse of a 45° slope was reminiscent of sidecar racing! I picked up a couple of articles on the subject which would be good for our club mag if Alan's interested, and I'm trying to get something emailed. There's no doubt that Sporting Trails is in our area so maybe we should look at it as a club activity. It can be done in 4WDs although the course could not

Highlights from Committee Meeting - 30 May 2000

Publicity Officer. We are still looking for a publicity officer.

Secretary. Our honourable secretary is going to be away overseas for the next few months, so any volunteers for this post welcome.

First Aid Kits. We now have four large size first aid kits that are available for trip leaders to take on trips. Note that these are not a substitute for individual kits.

First Aid Training. Our safety officer is investigating courses for anyone interested.

Membership Survey. Analysis is underway, and a report will be tabled at next club night.

Life Membership. Review of life membership process underway.

Motorsport Conference. See Ian Hendra's report elsewhere in this magazine. Ian has also been co-opted as a member of the Clubsport Commission of Motorsport New Zealand. He will also try and get us a Motorsport person to come along and give us a talk.

Family Membership. Proposal to go to club on definition of family membership.



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Crossing the Judea Desert, Israel

Written by [Ron Mandelbaum](#)

April 2000



At the dawn of a new Millennium, it felt just right to explore again the suggestive biblical scenery of Judea Desert Israel. "Locked" between the Judea hills (3000 ft) in the west and the Great African Rift Valley (Dead Sea drop) in the east - this thin strip of biblical land is no ordinary desert. Geography and climate experts identify it as "rain shadowed" desert. What they actually mean is that the rain held in clouds streaming from west (over the Mediterranean sea) will break hitting the Judea mountains, before they could reach the desert. If the temperatures run cold enough, the clouds will either drop snow over Jerusalem or climb so high it will rain over the Mountains of Moab in Jordan to the east. Normally Judea Desert gets less than 150 mm of rain each season - sometimes less - creating a real unforgiving desert.



From that point of view Judea desert is not a part of the global desert strips (Sahara, Mojave, Kalahari and the likes), it's relatively small and therefore very accessible from any part of central and south Israel. It's very common to start a desert



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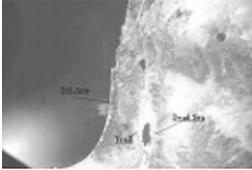
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Crossing the Judea Desert, Israel (cont)

crossing from Jerusalem in the north and ending at mount Massada in the south.



Having said that, doesn't say anything about the regions actual geography: Heavy rains in the west indicate one thing: heavy seasonal floods in the Judea desert. This is why the Judea desert is crossed by relatively long and very deep Wadis (creeks) running from 3000 ft high Judea hills (Jerusalem and Hebron) down to the deepest, lowest point on earth - the Dead Sea in the east - grooving the entire desert. That is also why a cross Judea desert is a Wheeler's sweetest Dream".



There are no less than a dozen 4 grade creeks to cross long this 65 miles desert run and no less than two 4+ in the middle. It's fairly easy to drop down to any of the "grooves" with normal 1st low, unless you are a faint of heart, or if you use and watch your clinometer....If you use any kind of Crawler you'd probably do better. You can never tell what the last flood did to the trail out unless you are down inside the creek. One fine way to get unstuck is to wait for the next flood. It will carry your truck directly to the Dead Sea taking the shortest way down ignoring the 4300 ft height differences! So a strong winch, pull pal, Hi-Lift. sturdy 10 lbs sledge hammer and all sort of recovery equipment are a MUST out here.

Running solo is not only forbidden at this time of year (floods season) but is also extremely STUPID. In spite of all the precaution Judea desert takes its toll every year. It's a fact of life here. Some of us risk too much or are plain idiots Not really a crawling arena - the desert asks to be respected. Hauling a 2+ tons (truck + people + equipment) 4runner in a 40 degree, unstable terrain slope with a mixture of 3-6 feet high rock steps is no laugh. A floods are rare at this time of year and you can expect to get a NOAA report while stuck in a 1000 feet deep creek shadowed by bright yellow threatening straight up lime walls. You work your way out as fast and as you safely can helping each other forward up as quickly as possible.



If it's so dangerous ask you - why now? Why not wait for a 'safer' weather? Well in the desert you have only 2 seasons: floods or heat. Heat means 120 degrees (in the shadow and there is no shadow) frying your brains off. But hey, don't we like the danger if we are prepared to face it?

Despite it s forbidding name in English - "Dead sea region" , (In Hebrew it's called "The Sea of Salt"), this region is amazingly alive and well! Still fascinating as the biblical site of



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Crossing the Judea Desert, Israel (cont)

the Lord's wrath, where God rained fire and brimstone on Sodom and Gomorrah, and where Lot's wife turned into a pillar of salt (Genesis, 19:24-26), the Dead Sea is also probably the most phenomenal body of water on earth, and its surroundings are wondrous.



At 400 metres (1300 ft.) below sea level, it is the lowest, deepest spot on earth. Part of the 6000km Great African Rift Valley. 55km long by 17.5km. at its widest point, with a depth of up to 400m., this inland sea is flanked by the Judean Hills and desert to the west and by the Mountains of Moab in Jordan to the east. Although fed by rivers in Israel and Jordan (mainly Jordan river), as well as springs

and winter floods, no water flows out of the Dead Sea. Instead it evaporates in the extremely high temperatures. This leaves one of the world's greatest concentrations of minerals, which supplies vast amounts of raw chemicals for industry, agriculture and medicine; these are extracted, processed and exported all over the world by the Dead Sea Works at the ancient site of the city of Sodom. One of the region's mysteries is the 'yet to be found' Gomorrah.

Getting There

We started our crossing in our hometown of Tel Aviv. My brother in-law Moshe Krouvi, was driving his modified 4x4 GMC big block automatic Van, made @ Pathfinder industries California, especially for the use of IEC - Israeli Electric Company (a hated utility monopoly packed with our money - so they can build what they don't need with no money considerations). His truck features a Corp. 14 bolt 9.5" rear, Dana 60 front, and spring over. After 5 years of service the utility drivers don't want them any more and the company gets new ones selling the old work horses cheap for \$2000-\$3000 a piece.



Adi Avidar drove his rear Detroited 1980 CJ7 automatic. I was driving my 1994 V6 automatic 4Runner. We took the Ayalon freeway south toward highway #1 to Jerusalem. 68 Km later (42.5 miles) we were in Jerusalem. At city limits we turned north east always on highway #1 towards the ancient city of Jericho. We passed Maale Adomim and refuelled in Kfar Adumim, where we met a third friend, Yossi and his new Hyundai Galloper (a Korean made Montero).



Ten Miles down the road we turned (south) entering the northern part of the desert, following a military road leading to Nabby Moussa - Prophet's Moses



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Crossing the Judea Desert, Israel (cont)

Grave - according to the Muslims believe. (according to all other believes, no one was supposed to know where he had been buried). After some 6 miles in the desert the road ends in a huge "parking lot"(for the army M113s and Tanks, and it's up to your navigations skills from here on. The general direction is south, but the topo will not always permit a direct straight line. Navigation is extremely difficult here, so you better use all your skills or hire a guide. A GPS and a reliable (updated) 1:50.000 (km) topographic map come real handy here.



Don't leave home without one, even if you know the trail by heart. It's always a different trail. (the floods - remember? They alter the topography considerably every second week and you have to improvise according to the map).

The Desert



The Judea desert trails and dirt roads are paint marked by the "National Committee For Trail Marking" associated to the "Israeli Society For Protection of Nature". The system is a coloured stripe between 2 white stripes every half a mile or so and in any cross road where you may get lost...So you can follow the "red trail", "blue trail", "green trail" or "black trail". These 4 colours are enough

to mark the entire national territory as the marked trails are far apart and are marked on different regional topo maps. The problem here is lack of maintenance (of the coloured signs and of the maps) sometimes the rangers paint the marks on boulders and sometimes on trees and other salient object. Sometimes the signs hold up to the floods and sometimes you can travel miles without spotting a colour sign. Irresponsible people and Bedouins destroy the marks as well. So you can't rely on it 100% here.



This run is normally divided into 2 sections (northern and southern) divided by the Darga Wadi. Next to Mezokey Dragot - a cliff climbing and water falls snap-link school is the only "opening" in the cliff that will let you drive down from the upper plateau to the Dead Sea shore in a very curved paved road.



You could spend a night in the school here, or cross the entire desert in a single day (last couple of hours will be at dark) We had no extra time, so we decided to take our chances and run it all in a single day. We double checked our night vision gear (Hellas and IPE 130-170 Watts)) and headed in.



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Crossing the Judea Desert, Israel (cont)

The first real obstacle you run into is a nasty one: The Quidron Creek - running Jerusalem's raw sewage down to the Dead Sea through the desert. One of the most disgusting omissions of the ministry of the environment. It really stinks up your wheels for the next couple of miles. Once passed you follow the "blue trial" eastwards that eventually changes direction to south and colour to red. Welcome to the Mazok Hahetequim (Syrian - African crack cliff) natural reserve. Tread lightly and don't get off the trails. \$100 fine per truck if you dare to start a camp fire or park in an unauthorized camping spot.

Every couple of miles you can find a trail that will lead you eastwards from the red trail right to the edge of the cliff. The sight is gorgeous, you see the Dead Sea from more than a 2000' height and Moab red mountains in the distance. We leave the crack cliff heading west. Ahead lies the first real obstacle: Darage' Wadi. This is the first deep creek to cross. This time the big deal is getting down onto the creek as the way out is not an issue as with the real big ones ahead. From top it looks easy. A desert road twisting ahead down into the creek. Once in 1st low you get to understand the difficulty. No traction! 40 degrees drop, tight off-camber right hand U turn - and no traction at all.

Low range is a must or you risk burning your brakes and dragging your rear into the 'abyss'. This part of descent is the notorious "Death Curve" Not so deadly this time - it had its name from an accident way back, where the trail was narrower and the lime was all wet and slippery. The GMC Pathfinder had difficulty here as it's high and long. My 4.56 gears helped but the Detroit is not the right locker for tight turns. I wish I had manual locking hubs that would have permit me a 2wd low. The steering in low 4wd is heavy and frightening here. There's not much room and a good spotter is helpful. As we passed the same spot last year in the rain (we loved the idea of rain in the desert!) and by night (!), we had little trouble doing it again this time. Once we arrived at the middle section of the run we crossed Tequoa creek and carried on with the semi paved trail towards the southern more difficult part of the desert.



We followed the black trial and crossed several 3-4 level creeks. We rushed (25 mph) to the two really big things awaiting next. It was starting to get late and the western cloudiness posed a threat. 4 hours to nightfall. and yet 2 major 4+ parts to go.

Crossing from north the first real 4 level creek is the Arugot Wadi. (Garden-Beds creek) 200 metres descent at 45 degree grade, loose terrain all covered with a thick layer of dust and powder. This is a play ground for lifted big wheeled trucks or at least heavily armoured bellies and sturdy bumpers. As a father of 3 small kids I need to keep my running boards in order to help them climb aboard



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Crossing the Judea Desert, Israel (cont)

somehow. After the Arugot It was time for a remodelling job. I like the fact that it's made of aluminum - so it bends back easily.

Once inside the creek the clouds continued to assemble and hid the sun. We stopped all engines and listened carefully. The trail exit up south was a disaster. Same as the one we dropped down in with a while ago, but with higher and bigger rocks and pot holes. The GMC with its open diffs tried first. What it lacks in lockers it covers with good articulation, one healthy big block, Kelly MT tires @ 18 psi and a very experienced driver. One of our spectators stood too close to a spinning rear wheel and caught a sharp lime stone debris half an inch from his left eye. First miracle. Our First aid kit was put into action.

The second to climb was the Galloper TDI. My 4Runner and the CJ with the rear Detroit and good MT tires (Copper STT) had no real problems this time. It was fun to feel the locker click and bang, while the V6 motor was hauling the truck up above the rocks. Bang bang boom ouch! it went, the entire truck rocked and rolled, but we were clear.

It took us another 40 minutes of ups and downs through the grooves, in and out, to get to Hever wadi (Companion creek). The way up was even more disastrous! Loose rocks, holes, and a nice set of rock steps. Above all the approach angle was steep, It looked like a wall! This time we had to work harder in order to make it more accessible. Some of the holes had to be filled with stones as we were afraid that the heavy GMC open diffs won't make it up. Although we didn't use the winches we lost some valuable, nerve wrecking, time inside the creek. It was not safe and we were starting to feel the anxiety. It was turning dark and we still didn't know how to get out of there. We still had some 3 & 4 type grooves to cross.

Harsh words went flying by and group calm was lost. We had some 5 kids with us and people became very nervous here. 'This is the time to get wiser', I said to myself, and started to hand out orders in military style. All went well as we tried to imitate the public work department by building our way out. One of the older kids was sent up by foot with a VHF radio to spot and inform us of any incoming flood water wave. To hell with the trucks - as long as we can get out of here before an eventual wave.



It took us some 45 minutes to complete our little construction project. This time the locked CJ went up first. If we needed an anchor a CJ with a Ramsey Platinum 9000 is just cut for the job. It struggled its way up - hitting the diffs and the gas tank, but eventually made it to a safer spot up. We rearranged our work (after the CJ we had to rebuild it all again) and the GMC was second to try. He tried 3 times and got up with very good spotting from Adi - the CJ



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Crossing the Judea Desert, Israel (cont)

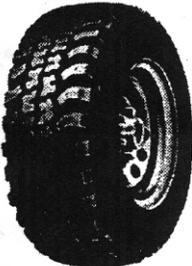
Driver. The Galloper was third. Again the good motor and OEM limited slip diffs were doing good. Our mastery of the construction work was getting better this time, so he went up as smooth as butter. I tried last and had all the time to see the right approach so I managed to go up on a second attempt spinning my rear left in vain the first run. We where out and the rest of the trip - though ran almost entirely at night was a piece of cake.

Before getting to our final destination, exiting the desert from the back door, the southern part of the desert next to Massada mountain, we got to see one of the wonders that only this desert can offer: Just before night fall we spotted a flourishing 200 years old almond tree. Imagine the scene: 14 tired, angry people staring at an ancient almond tree in the middle of nowhere, admiring its flowers. Just to make a point about what's really important in life. Still we are all friends and we will go-on exploring our (and our trucks) possibilities again and again. We finished our one day cross desert trip @ Kfar Nokdim (Sheppard's Village). It was 20:00 and we were hosted by the local Bedouins. For just 10\$ a head we got a heated Bedouin tent, mattresses and pillows, as well as hot showers and a safe parking spot for the trucks. We had dinner and slept well before meeting other 5 trucks for the second Wadi Zin crossing scheduled for the next morning . As we remembered, it was harder on the trucks - but safer for us people.

Trail damage? None really. Some of our pride was heart though, as all were embarrassed about the incident down in Hever Creek.

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Trip Categories

Shiny Novice: Family trip for drivers new to 4WD. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary. An important objective is minimal challenge, minimal risk and no damage to vehicles. Not limited to novices anybody is welcome, especially prospective new members.

Shiny 4X4: More difficult family trips, for shiny wagon drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles. *Vehicles will only qualify for Shiny 4X4 trips if they have mud tyres, tow hooks and all the normal required equipment per the club's safety policy.* This applies to prospective members and visitors too.

Club 4X4: Modest Hard Yakka trips, for drivers with suitable fully equipped SWB vehicles who don't feel ready for a full Hard Yakka.

Hard Yakka: The full works, where roll-overs, damage, winching and digging are more a probability than a possibility!

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Here are a few fascinating facts that may be of interest to you:

- A crocodile cannot stick its tongue out.
- A pig's orgasm lasts for 30 minutes. (Proves men definitely aren't pigs)
- A snail can sleep for three years.
- All polar bears are left handed.
- American Airlines saved \$40,000 in 1987 by eliminating one olive from each salad served in first-class.
- Americans on average eat 18 acres of pizza every day.
- An ostrich's eye is bigger than its brain.
- Babies are born without knee caps. They don't appear until the child reaches 2-6 years of age.
- Butterflies taste with their feet
- Cats have over one hundred vocal sounds, dogs only have about 10.
- Cats' urine glows under a black light.
- China has more English speakers than the United States.
- Donald Duck comics were banned in Finland because he doesn't wear any pants.
- Dueling is legal in Paraguay as long as both parties are registered blood donors.
- Elephants are the only animals that can't jump.
- February 1865 is the only month in recorded history not to have a full moon.
- Humans and dolphins are the only species that have sex for pleasure.
- I am. is the shortest complete sentence in the English language.
- If Barbie were life-size, her measurements would be 39-23-33. She would stand seven feet, two inches tall and have a neck twice the length of a normal human's neck.
- If the population of China walked past you in single file, the line would never end because of the rate of reproduction.
- If you fart consistently for 6 years and 9 months, enough gas is produced to create the energy of an atomic bomb.
- If you yelled for 8 years, 7 months and 6 days, you will have produced enough sound energy to heat one cup of coffee.
- In ancient Egypt, priests plucked EVERY hair from their bodies, including their eye brows and eyelashes.
- In the last 4000 years, no new animals have been domesticated.
- Leonardo Da Vinci invented the scissors.
- Marilyn Monroe had six toes.
- Michael Jordan has made more money from Nike annually than all of the Nike factory workers in Malaysia combined.
- No word in the English language rhymes with month or orange.
- Nutmeg is extremely poisonous if injected intravenously.
- On average, people fear spiders more than they do death.
- One of the reasons marijuana is illegal today is because cotton growers in the 1930's lobbied against hemp farmers-they saw it as competition.
- Our eyes are always the same size from birth, but our nose and ears never stop growing.
- Right-handed people live, on average, nine years longer than left-handed people do.
- Shakespeare invented the word 'assassination' and 'bump'.
- Some lions mate over 50 times a day. (YES!!!!)
- Starfish haven't got brains.
- Stewardesses is the longest word typed with only the left hand.



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Facinating facts (cont)

- The ant always falls over on its right side when intoxicated.
- The average human eats eight spiders in their lifetime at night.
- The catfish has over 27,000 taste buds.
- The cruise liner, Queen Elizabeth 2, moves only six inches for each gallon of diesel that it burns.
- The electric chair was invented by a dentist.
- The human heart creates enough pressure when it pumps out to the body to squirt blood 30 ft.
- The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off.
- The most common name in the world is Mohammed.
- The name of all the continents end with the same letter that they start with.
- The name Wendy was made up for the book 'Peter Pan'.
- The Pentagon in Arlington, Virginia, has twice as many bathrooms as necessary. When it was built in the 1940's, the state of Virginia still had segregation laws requiring separate toilet facilities for blacks and whites.
- The strongest muscle in the body is the tongue.
- The word racecar and kayak are the same whether they are read left to right or right to left.
- There are two credit cards for every person in the United States.
- TYPEWRITER is the longest word that can be made using the letters only on one row of the keyboard.
- Women blink nearly twice as much as men.
- You are more likely to be killed by a Champagne cork than by a poisonous spider.
- You can't kill yourself by holding your breath.

A man woke up one morning and discovered he was on a desert island. He did not remember anything about how he got there so he looked around for clues. He was amazed to find that the sand was purple, the palm trees were purple, and the sea was purple. He looked down at his body and found that his clothes were purple, his shoes were purple and even his skin was purple. Then he realised he had been marooned.

A guy walks into the psychiatrist wearing only gladwrap for shorts. The shrink says, "Well, I can clearly see you're nuts."

A man takes his Rottweiler to the vet. "My dog's cross-eyed, is there anything you can do for him?" "Well," says the vet, "Let's have a look at him". So he picks the dog up and has a good look at its eyes. "I'm going to have to put him down" says the vet. "What? because he's cross-eyed?" "No, because he's bloody heavy."

A woman in a supermarket sees a deal offering 5 boxes of tampax for 1 pound. She can't believe how good the deal is and asks the manager "is this deal correct?" "Yes madam, 5 boxes for a pound, no strings attached"

"Doc, I can't stop singing "the green green grass of home".

"That sounds like Tom Jones syndrome"

"Is it common?"

"It's not unusual"

Two cows standing next to each other in a field, Daisy said to Dolly, "I was artificially inseminated this morning" "I don't believe you" said Dolly. "It's true," said Daisy, "straight up, no bull!"



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Suzuki's 4x4 History - Part Three

— 1991: Sidekick, Escudo, Vitara, Sunrunner



Rumours of a new up market 4x4 from Suzuki proved to be true, when the 3-door hard and soft top Sidekick appeared in the United States in 1989. Built in the new joint Suzuki/GM Cami factory in Canada, they were briefly powered by the Samurai's 1.3-litre engine, but were soon equipped with a stroked version of that engine, displacing 1590cc and producing 80 horsepower

with 8 valves and throttle body fuel injection.

Also sold as the Suzuki Escudo in Asia, the Suzuki Vitara in Europe and Australia, the Suzuki Sidekick, Chevrolet, Geo, and GM Tracker in North America, and the Asuna Sunrunner in the South Pacific and Canada, the new Suzuki proved to be another very popular vehicle. A little larger than the Samurai, it made use of



independent front suspension, coil-sprung rear suspension, an available automatic transmission, and a much nicer interior. With little to no sacrifice in off-road abilities, this new truck enhanced Suzuki's reputation as a builder of serious 4-wheel-drives.



1990 brought further enhancements to the Samurai. Throttle body fuel injection led the list of changes. Horsepower was increased by only 2 ponies to 66, but improved tractability of the engine improved on and off-road disability. The engine's displacement dropped from 1324cc (81 cubic inches) to 1298cc (79 cubic inches). Two of the four spider gears in the front differential were removed, and new sealed transfer

case and transmission bearings were installed.

In 1991, Suzuki introduced the long-wheelbase, 5-door hardtop version of the Sidekick, expanding the model lineup into even more upscale territory. To motivate its additional weight, a 95 horsepower, 16-valve multi-port fuel injected version of the 1600 was installed. With so many new factories





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Suzuki's 4x4 History - Part Three (cont)

Supplementing the main plants in Japan, Canada, and Spain, Suzuki was able to supply their vehicles to every corner of the world.

The changes for the 1993 Samurai consisted of only a change in the grille design, incorporating the Suzuki "S" in the centre of the grille. The following year was the last year for Samurais in California, the only change being the removal of the rear seat due to new safety regulations. Sadly the rest of the country and Canada lost the truck in 1995.



To make up for that loss, 1995 was the introduction for the decidedly more upscale and sporty Sidekick Sport. Available in the US with an all-new 1.8-litre, 120 horsepower DOHC inline-4, the new engine begged for some unique bodywork. Wide 16-inch wheels were offset by tough-looking fender flares, a bold grille and hood, and a luxuriously restyled interior were all unavailable with the standard engine. But Europe, Asia, and Australia were given an even better version, dubbed the Vitara LWB V6.

Its 2.0-litre 24-valve 4-cam V-6 was Suzuki's largest and most powerful engine yet, producing a smooth 134 hp and a broad torque curve.

1996: "Coily" Samurai

For the rest of the world, 1996 brought the biggest changes for the SJ series. The new "Coily" Samurai was most easily identified from beneath, where the all-new coil springs suspended the same live axles, which now housed 3.909 gears instead of the 3.727s. The transfer case ratios were raised from 1.409 high to 1.320 high, and 2.268 low to 2.123 low.



A lot of attention was paid to making the Samurai a much more comfortable vehicle. Engine bay insulation, new transmission and body mounts, totally redesigned dashboard, steering wheel, doors, console, and front and rear seats along with additional luxury items, and of course the improved suspension, made it a much higher-class vehicle. Upgraded brakes, power steering, engine fan, ignition coil, clutch cable, and a new exhaust system



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Suzuki's 4x4 History - Part Three (cont)

Squeeze out higher performance. Fuel and radiator capacities were increased slightly and chassis strength was improved though the use of additional bracing and side-impact beams.

Outside, a tough looking hood, fenders, grille, and bumpers smooth out the looks while recalling the style of the LJ series with the twin marker and turn signal lights on each front corner, making this the best-looking SJ series yet. Not all Suzuki factories switched to the coil sprung chassis with the 1996 redesign of the Samurai and not all factories installed the same engines. Japan still used the narrow-track 1.0-litre 550cc 12-valve turbo 3-cylinder, in addition to the updated 16-valve MPFI twin cam 1300.



1996 found a 2.0-litre Mazda turbo diesel inline four introduced to the Vitara destined for the Asian and Australian markets. The following year an intercooler was added to the engine, extracting 23% more power and 29% more torque to the already powerful, tractable engine and further increasing the diesel's fuel economy. For the European markets, the Santana and others factories installed a Peugeot 1.9-litre inter-cooled turbo diesel into the Samurai and the Vitara.

Geoff Beasley

*A guy goes into the doctor's "Doc, I've got a cricket ball stuck up my arse"
"How's that?"
"Don't you start"*

*Man goes to his GP with a peanut stuck in his left ear. "What can I do to get it out?" he asks pathetically.
"Pour warm chocolate in the right ear and tilt your head" replies the Doc.
"How the bloody hell will that help?"
"Easy", replies the Doc, "It should come out a treat..."*

*There were two church-going women gossiping in front of a store when a cowboy rode up. He tied up in front of the saloon, walked around behind his horse and gave him a huge kiss right on its rectum. One of the stunned women cried: "That's disgusting, why did you do that?"
To which the cowboy replied, "I've got chapped lips." Confused, the woman continued, "Does that make them feel better?"
No," said the cowboy, "but it sure stops me from licking them".*

Q: What do you call Sex with 4WDDrivers?

A: Four-on-the-floorgasms



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Genuine mistakes on exam papers:

- A vacuum is a large empty space where the pope lives.
- Artificial insemination is when the farmer does it to the cow instead of the bull.
- Blood flows down one leg and up the other.
- Trees break wind for up to 200 yards.
- A magnet is something you find in a bad apple.
- Germination is the process of becoming a German.
- A fossil is an extinct animal. The older it is, the more extinct it is.
- Mushrooms are umbrella shaped because they grow in damp places.
- The equator is a menagerie lion running around the Earth through Africa.
- Momentum is what you give a person when they are going away.
- The skeleton is what's left after the insides have been taken out and the outsides taken off. The purpose of the skeleton is something to hitch meat to.
- Cows produce large amounts of methane, so the problem could be solved by fitting them with catalytic converters.
- The fallopian tube is named for the monk who first discovered it.
- For asphyxiation, apply artificial respiration until the patient is dead.
- Condoms stop seamen and sperm entering the woman.
- White blood cells are made in the nymph glands.
- An important contrast between the male and female reproduction systems is that a tube joins the testis to the exterior - called the vast difference.
- Collecting protected animals makes them distinct.
- Body water is lost in three parts of the body, the forehead, armpit and crouch.
- A sexually transmitted disease is gonorrhoea, the penis becomes inflammable.
- Food is in the colon and semi-colon.
- Defecation refers to the illumination of waste matter by the rectum.
- Fertilisation : The fussing of the male with the female garments.
- Adult orgasms sometimes occur on groyns.
- Oxygen is tested for by applying a growing spinster which is rekindled.
- Nerves are muscles, hormones have more feelings.
- A major disease associated with smoking is premature death.
- A good source of calcium in the diet is bones.
- A common disease of cereal crops is wheatgerm.
- Once the sperm has been ejaculated it is upwardly mobile.
- The process of filtration makes water safer for drinking because it removes large pollutants like grit, and, dead sheep and canoeists.
- The largest mammals are found in the sea because there is nowhere else to put them.





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BRIDGESTONE / FIRESTONE Tyre Deal

Firestone Direct has offered CCVC members access to their VIP Preferred Purchasing Plan. You will be able to buy any Bridgestone or Firestone tyre at and Firestone Direct outlet in New Zealand at a guaranteed generous discount. The discount structure is as follows:

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Firehawk 570	50
Guardian 60/65	45
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4WD / RV

Firehawk RV	35
Firehawk RMT	35
Firehawk ATX 23"	35
Firehawk SAT	30

Light Van

CV 3000	40
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BRIDGESTONE

Tyre	% Discount
Passenger	
GR50	35
B70	35
RE92	35
Techno	50

4WD / RV

Dueller D-684	35
Dueller D-689	35
Dueller D-693	35
Dueller D-673	35

Ultra High Performance

SO2 Pole Position	35
RE711	35
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G.Grid	35

I will try and get VIP stickers and attach them to the back of your new membership card, but if you require access to this pricing sooner, or need some more information, please contact me.

BTW, these discounts are a starting point and in most cases your friendly Firestone Direct dealer could be persuaded to improve on them.

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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.

Tyres

I was on a trip in Long Gully and in attempting to climb a hill I came to a stop. It was quite steep, and all I did was drop my tyre pressures from 15lb to 10lb and I then climbed that hill. Plenty of people with road pressure tyres were unable to make way until they let their tyres down.

If you get stuck on the side of a hill, you may be able to progress if you let some more air out. Don't forget to pump them up again before you get to road speeds again.

Steve O'Callaghan K104

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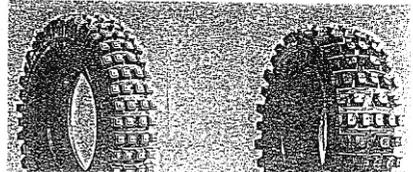
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A MAN'S ANSWERS TO EVERY QUESTION A WOMAN EVER ASKS

! WHY ARE MEN SUCH JERKS?

It's a testosterone thing. Much similar to your PMS thing, we men suffer from testosterone poisoning. Why do you think the average life span of a male is typically 10 years shorter (and it's not just from all the bitching and nagging we have to endure)? Hormone modifies behavior. We're just misunderstood.

! WHY DO MEN ALWAYS HAVE TO OGLE AT OTHER WOMEN?

Again, this is a testosterone thing. Do you honestly think that all the testosterone just fell out of our bodies the moment we met you? Besides, women do it as well. Women are just much better at not getting caught. I'm fairly certain it's some sort of photographic memory deal. Women take one quick look and memorize it for later reference. Since men lack this ability, we try to burn it into our memory by staring as much as we can.

! WHY DO MEN ALWAYS TOUCH THEMSELVES, ESPECIALLY IN PUBLIC?

We occasionally need to adjust our little friend and make him happy. It's much like adjusting your bra. Being in public is just an added bonus.

! WHY DO MEN ALWAYS SAY SUCH STUPID THINGS?

We like to. It's actually a whole lot of fun to see our partner frustrated by a few simple (and well chosen) words.

! WHY ARE MEN SO UNCOMMUNICATIVE?

You'd learn to keep your big mouth shut too if every time you open it you get into trouble with your partner.

! WHY DO MEN HAVE TO ACT LIKE SUCH RETARDS?

Well, we don't actually have to; we do it because we enjoy it. It's the old fashioned pride in a job well done that's missing in so much of the world nowadays.

! WHY CAN'T MEN JUST SHARE THEIR FEELINGS?

Do we look like women to you? Why is it so hard to understand that men and women are different? How are we supposed to share how we feel when we have no idea how we feel? Unless we're experiencing some extreme emotion like rage, hatred, disgust, or a brick on our foot, we have no idea how we feel. Personally, I get a headache whenever I try to figure out how I feel.

! WHY CAN'T MEN CUDDLE MORE (I.E. LIE DOWN AND HUG)?

Please... How many hours do you think there is in a day? We oblige you as much as we



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Be careful with the specifications you set!

The US Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and the US railroads were built by English expatriates. Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for or by Imperial Rome they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original question. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman army war chariot.

Specs and Bureaucracies live forever. So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back ends of two war horses.

Now the twist to the story....*There's an interesting extension of the story about railroad gauge and horses' behinds. When we see a Space Shuttle sitting on the launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are the solid rocket boosters, or SRBs. The SRBs are made by Thiokol at a factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line to the factory runs through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than a railroad track, and the railroad track is about as wide as two horses' behinds. **So a major design feature of what is arguably the world's most advanced transportation system was determined by the width of a horse's ass!***



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The following are all replies that have been included on Child Support Agency forms in the section for listing father's details:

I do not know the name of the father of my little girl. She was conceived at a party [address and date given] where I had unprotected sex with a man I met that night. I do remember that the sex was so good that I fainted. If you do manage to track down the father can you send me his phone number ? Thanks.

I am unsure as to the identity of the father of my child as I was being sick out of a window when taken unexpectedly from behind. I can provide you with a list of names of men that I think were at the party if this helps.

I don't know the identity of the father of my daughter. He drives a BMW that now has a hole made by my stiletto in one of the door panels. Perhaps you can contact BMW service stations in this area and see if he's had it replaced.

I cannot tell you the name of child A's dad as he informs me that to do so would blow his cover and that would have cataclysmic implications for the British economy. I am torn between doing right by you and right by my country please advise.

I do not know who the father of my child was as all squaddies look the same to me. I can confirm that he was a Royal Green Jacket.

[Name given] is the father of child A. If you do catch up with him can you ask him what he did with my AC/DC CDs ?

From the dates it seems that my daughter was conceived at Euro Disney. Maybe it really is the Magic Kingdom.

So much about that night is a blur. The only thing that I remember for sure is Delia Smith did a programme about eggs earlier in the evening. If I'd stayed in and watched more TV rather than going to the party at [address given] mine might have remained unfertilised.



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Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
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Trip Name: White Rock, Tora and Wind Farm

Venue: Wairarapa Category: Shiny Novice

Trip Leader: Andy Cockroft Phone: 04 5280119 Callsign: K 26

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

Limited Numbers: No Yes

Trip Meeting Point

Mobil Petrol Station, Featherston

Meeting Time Date: Sat 17/6/00 Time: 9:30 am

Drivers Briefing Date: Sat 17/6/00 Time: 9:45 am

Trip Departure Date: Sat 17/6/00 Time: 10:00 am

Alternative Meeting Point

-

Date: - Time: _____

Expected Finishing Point

Featherston

Date: _____ Time: 5:00pm

Fuel required for: 140 Kms Fuel available at: Featherston

Food required for: 1 Days Food available at: Featherston

Drinks required for: 1 Days Drinks available at: Featherston

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

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

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 type="checkbox"/> | <input type="checkbox"/> Creeks, small rivers |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: _____



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Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

Trip Name: Akatarawa Wander

Venue: Akatarawa Forest Category: Club 4x4

Trip Leader: Leon Zwetsloot Phone: 04 528 - 3388 Callsign: K

Bookings Required: No Yes

Book with leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Mangakotukuku Gate, Paraparaumu

Drivers Briefing

Date: Sun 18/06/00 Time: 9:00am

Trip Departure

Date: Sun 18/06/00 Time: 9:15 am

Date: Sun 18/06/00 Time: 9:30 am

Alternative Meeting Point

Date: 27/02/00 Time: _____

Expected Finishing Point

Mangakotukuku Gate, Paraparaumu

Date: Sun 18/06/00 Time: 5:00pm

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 Per vehicle/day Camp Fee: _____ Per person/tent/night

Weather restrictions:

Possible vehicle damage expected on trip:

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

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

Trip suitable for:

Pets:

Vehicle type:

- Novice drivers
- Average drivers
- Experienced drivers

- No
- Yes
- Only if kept in vehicle

- Any vehicle
- SWB only

Dry Wet

Vehicle requirements:

Track type:

- 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

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input checked="" type="checkbox"/> | <input 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: _____



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Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Rallywoods Hard Yakka

Venue: Rallywoods Category: Hard Yakka

Trip Leader: Peter Osborne Phone: 04 235 5644 Callsign: K54

Bookings Required: No Yes Book with Trip Leader before: 23/06/00

Limited Numbers: No Yes

Trip Meeting Point

Cnr Bulls Run and Moonshine Roads

Meeting Time Date: Sat 24/06/00 Time: 9:00 am

Drivers Briefing Date: Sat 24/06/00 Time: 9:15 am

Trip Departure Date: Sat 24/06/00 Time: 9:30 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: Sat 24/06/00 Time: 5:00pm

Fuel required for: 1 Days

Fuel available at: Pauatahanui

Food required for: 1 Days

Food available at: Pauatahanui

Drinks required for: 1 Days

Drinks available at: Pauatahanui

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

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Creeks, small rivers |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Deep mud holes |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

Notes: Need good waterproofing



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Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

Trip Name: Akatarawa Forest Forage

Venue: Akatarawa Forest Category: Shiny 4X4

Trip Leader: Ron Wadham Phone: 04 563 - 7907 Callsign: K 55

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

Limited Numbers: No Yes

Trip Meeting Point

Totara Park Bridge

Meeting Time	Date: <u>Sun 25/06/00</u>	Time: <u>9:30 am</u>
Drivers Briefing	Date: <u>Sun 25/06/00</u>	Time: <u>9:45 am</u>
Trip Departure	Date: <u>Sun 25/06/00</u>	Time: <u>10:00 am</u>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park Bridge

Date: Sun 25/06/00 Time: 4:00pm

Fuel required for: 1 Days Fuel available at: Upper Hutt

Food required for: 1 Days Food available at: Upper Hutt

Drinks required for: 1 Days Drinks available at: Upper Hutt

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

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

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 type="checkbox"/>	<input type="checkbox"/> Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Deep rivers, water holes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Deep mud holes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Steep ascents/descents

Notes: _____



VEHICLE CLUB
Wellington (inc)

Cross Country Chronicle



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Wellington (inc)

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Odlin's Again

Venue: Odlin's Road Category: Hard Yakka

Trip Leader: Eric Bon Phone: 04) 565 - 1597 Callsign: K77

Bookings Required: No Yes Book with Trip Leader before: Club nite

Limited Numbers: No Yes

Trip Meeting Point

Belmont Hall

Meeting Time Date: Sun 2/07/00 Time: 9:00am

Drivers Briefing Date: Sun 2/07/00 Time: 9:15 am

Trip Departure Date: Sun 2/07/00 Time: 9:30 am

Alternative Meeting Point

Caltex Rimutaka

Date: Sun 2/07/00 Time: _____

Expected Finishing Point

Caltex Rimutaka

Date: Sun 2/07/00 Time: 5pm-10 pm

Fuel required for: 1 Kms / Days Fuel available at: Caltex Rimutaka

Food required for: 1 Days Food available at: Caltex Rimutaka

Drinks required for: 1 Days Drinks available at: Caltex Rimutaka

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

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

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 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 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: _____



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Wellington (inc)

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Odlins Oddesy Side Tracks

Venue: Omlin's Road Category: Club 4X4

Trip Leader: tba Phone: _____ Callsign: K

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

Limited Numbers: No Yes

Trip Meeting Point Summit Akatarawa Rd

Meeting Time Date: Sun 9/07/00 Time: 9:30am

Drivers Briefing Date: Sun 9/07/00 Time: 9:45am

Trip Departure Date: Sun 9/07/00 Time: 10:00am

Alternative Meeting Point Date: _____ Time: _____

Expected Finishing Point Summit Akatarawa Rd

Date: Sun 9/07/00 Time: 4:00am

Fuel required for: 1 Days Fuel available at: Waikanae/Upper Hutt

Food required for: 1 Days Food available at: Waikanae/Upper Hutt

Drinks required for: 1 Days Drinks available at: Waikanae/Upper Hutt

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 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: Trip leader to be advised at club nite



VEHICLE CLUB
Wellington (inc)

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VEHICLE CLUB
Wellington (inc)

Trip Database

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Fri 02/06/00	4	Pureora Queen's Birthday Weekend	All	Pureora Forest	John Vruink	C	Bookings required.	278
Wed 14/06/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		264
Sat 17/06/00	1	Wairarapa Wander	Shiny Novice	Wairarapa	Ron Wadhiam	C		285
Sun 18/06/00	1	Akatarawa Wander	Club 4X4	Akatarawa Forest	Leon Zweifel	C		284
Sun 25/06/00	1	Family Forage	Shiny 4X4	Akatarawa Forest	Ron Wadhiam	C	Depends on permit.	286
Sat 24/06/00	1	Rallywoods Hard Yakka	Hard Yakka	Rallywoods	Peter Osborne	C		287
Tue 27/06/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		266
Sun 02/07/00	1	Odlin's Again	Hard Yakka	Odlin's Road	Eric Bon	C	Bookings required.	299
Sun 09/07/00	1	Odlin's Odyssey Side	Club 4X4	-tba-	-tba-	T		288
		Tracks						
Wed 12/07/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		289
Sun 16/07/00	1	Novice Training	Training	-tba-	Andy Cockroft	T		290
Sun 23/07/00	1	Family Shiny Novice	Shiny Novice	-tba-	-tba-	T		291
Sun 23/07/00	1	Family Shiny 4x4 -tba-	Shiny 4X4	-tba-	-tba-	T		292
Tue 25/07/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		293
Sun 30/07/00	1	Hard Yakka -tba-	Hard Yakka	-tba-	-tba-	T		294
Sat 23/08/00	2	Team Challenge 2000	Club 4X4	Akatarawa Forest	Ross van Waas	T		297



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
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- ⇒ **Exhaust Pipe Fabrication** - up to 3^{inch}
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(Appointment Necessary)
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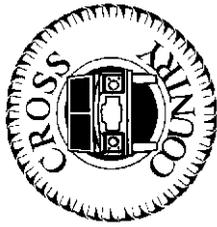
**Generous Discounts for Club Members
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“No bullshit, just plain old fashioned Service”



**Pete Birkett
&
Dave Bowler**





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