



VEHICLE CLUB
Wellington (inc)



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May 2000

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

www.ccvc.org.nz



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EDITORIAL RAMBLINGS

Another month just about over and here it is 01:34am on the morning I have to send the newsletter to the printers and I'm still up finishing it (as usual).

Found quite a few things to put in this month, including a heap of photo's that I have had sitting around for a while - so enjoy.

Also in this newsletter (for club members) is a membership survey. Please complete this and return as soon as possible - deadline is the week of the next club meeting. This survey proved to be a great help in assisting the past committee to guide the club in the direction the members wanted so

hopefully this latest one will confirm where we are heading and, maybe, come up with some more very useful suggestions.

Don't forget the important meeting on paper road closures (P4) and also to book for Pureora with John Vruink as soon as possible.

Till next time, keep those trip reports, articles, etc coming in, and I'll keep printing them.

Alan...



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President's Piece

The start of a new season has also brought the opportunity to confirm the Club is moving in the direction you want it to. The survey will be with you shortly, so do take the time to fill it in and return it asap. That way, we know for certain what are your desires and aspirations.

The new Committee is beginning to find its feet. It is after all quite an upset to undergo such a large a change in Committee Members as we have seen this year. Nonetheless, things are beginning to take shape.

The budget has been prepared and will be presented for your approval shortly, and based upon your various responses to the membership survey, we will implement the training, trip and competition calendars.

Behind the scenes, the 60K committee are still busy working away on possible solutions, whilst the land access committee has fallen slightly into the doldrums, work on land access has still continued.

Foxton Beach is under threat again, with Horowhenua District Council producing a coastal management plan. We will naturally be making submissions to safeguard our stakeholding there.

Working together with all other motorised recreation al groups under the auspices of ARAC, has seen significant progress on the Orange Hut. We all know that the new Hut was built the other month, but much work continues to be done. The new quite sanitary long drop has been completed, and the area behind the new hut has been levelled and grassed ready to provide a more luxurious camp ground from next year.

The remaining work is to paint it orange naturally, and fit it out internally. A block barbeque has been donated, and should be built fairly soon. After that, all that will remain is to demolish the old hut and generally tidy up the carpark area.

Things are certainly happening out there, and we are right up there with the best of them.

Andy

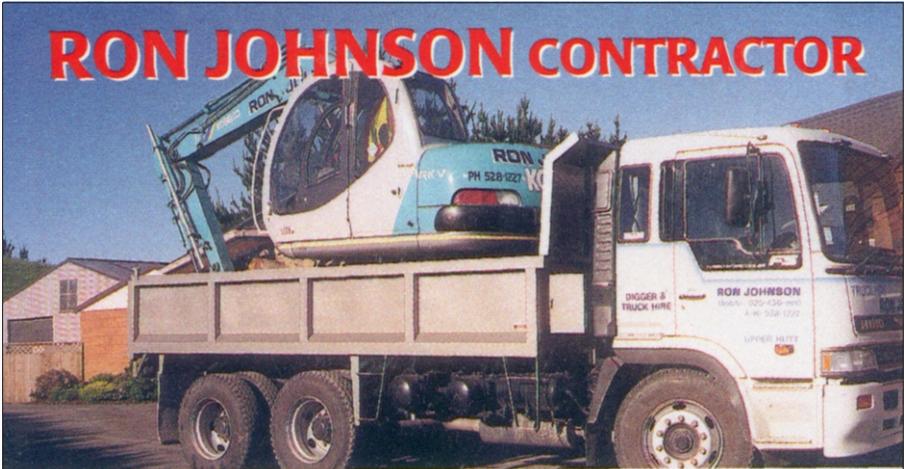


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PAPER ROAD CLOSURES

Lower Hutt City Council is seeking to formally close roads through the western hills, even before we have had the opportunity to use them. We asked Council to open these legal rights of way when they closed off the eastern hills to motorised recreation. To date they have refused to allow us our lawful right. Instead they are now beginning the process that will see these roads lost forever.

CCVC, ARAC and the Four Wheel Drive Association are all opposed to this move, but we need your support.

The first stage of the process begins on Tuesday 2 May with the Works and Services Committee meeting at 5:30pm in Council Chambers.

Come along and support us in our battles to retain what is rightfully ours.

Be There:

Lower Hutt City Council Chambers
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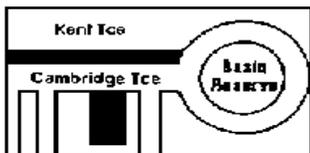
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EQUIPMENT REQUIRED ON CLUB TRIPS.

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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A few OOPSY's ex the Internet





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SAFETY STICKERS

Yes the time for annual inspections has come round again. I have sensed a slide in interest in the whole principle of having safety inspections. In a club the size of ours there needs to be assurance that safety standards are being maintained.

Our club now runs some 5 trips of various grades every month with attendance numbers now reaching 30 to 40 vehicles at times. This calls for a great deal of coordination, and indeed much time by just a handful of volunteers. Trip leaders, when faced with a large group wanting to go on a trip, don't have the time at the start of each trip to check all vehicles for their suitability. And, as most of our trip leaders are not engineers or mechanics, they lack the qualifications to make the judgment call on the acceptability of how a tow hook is fitted.

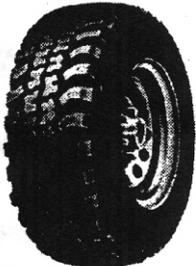
All this points to a need for a way to make life simpler for the trip leader and more fun for the average 4WD'er. Picture the scene of turning up for a trip, to find 30 other keen people all waiting to go; now the trip leader spends 5 minutes checking each vehicle to see if

- tow hooks are fitted correctly, or indeed at all,
- fire extinguisher and first aid kits are carried
- tow strops are carried and in fact in good condition.
- Etc, etc

Now 5 minutes is not too much but multiplied 30 times, this is 2½ hrs of valuable 4wding time. No one likes to hang around waiting for anything, let alone being held up from your favourite pastime. Hence the benefit of the annual safety inspection system. All members and prospective members

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SAFETY STICKERS (Cont)

must have their vehicle and gear checked once a year to ensure that safety standards are maintained. The initial immediate benefit is the obvious one of saving a lot of time at the start of trips.

Then comes the more important benefit of having confidence that the guy behind you will have a soundly fitted hook and a well kept tow strop when he asks for your assistance to pull him out; remembering the chance of you knowing that person behind is not that great now that the membership is well over the 200 mark.

We ask that you take your vehicle, and the accessories you should normally carry on a trip, to your nearest inspector and have him issue you with this year's new sticker. Our clubs year runs from 1 June to 31 May, and we have a 3 month window either side of this to have your inspection done. So, please make the appointment soon and lets see those new stickers beginning to appear on those 200 plus 4wd's.

Looking forward to seeing you all out there at some time

Ross van Waas
Safety Officer.



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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.

What's all this about tyres?

Oh dear, the touchy subject of tyres, our responsibilities as a Club and the right or wrongs of our general advice of "reduce tyre pressures for serious off-road use".

What are we trying to achieve? It has always been my opinion, that the Club will provide basic driver training for novice members, equipping them with enough rudimentary knowledge to be effective and relatively safe drivers off-road. In doing so, we proffer many pieces of advice. How to climb hills and recover from the failed hill-climb. How to traverse sidelings. How to descend a hill safely under full control. How to operate recovery equipment....The list goes on.

It also includes rough guidelines for tyres.

If we gave the fullest possible training, the subject could fill volumes, but lets look at some of the specifics as they apply to us. Starting with an elderly Riley 1.5 running tubeless tyres on English roads:-

In Europe it is illegal to operate tubeless tyres with inner tubes. If you get stopped by the law, it's one endorsement for each tyre, so for 4 tyres, that's 4 endorsements. You only need 3 endorsements in any 2 years to automatically lose your licence for 3 months.....so with 3 or more tubeless tyres with tubes inside and you're off the road for a while.

Yet why are the euro's so opposed to tubes in tubeless tyres? Well, it comes down to the way they're manufactured.

In Europe, tubeless tyres are not finished inside. All manner of rough surfaces with lugs and nipples just ripe for wearing holes in tubes. It's asking for trouble then to put a tube inside a European tubeless tyre they will fail and fail quite regularly.

Will they fail catastrophically, well, maybe. In the days of the Riley (yes, I remember them well even when they were brand-new!), everything was cross-ply. The new-fangled radial was rarely seen. More sporty were the belted-bias tyre, a compromise between the two. Of all these, cross-ply were still by far the most common, and with their very stiff sidewalls, would allow tyres to



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deflate quite a long way without showing much outward sign of reduced pressures. However, when they get to a certain point, bead separation takes place and you have a catastrophic failure. The tyre is loose on the rim at the same time as the tube blows hence the brown-underwear experience.

So, that's how it used to happen in Europe, but what about here?

Firstly, tubeless tyre cases are finished inside. All rough protuberances are removed, so rubbing is much reduced. Secondly, most tyres are radial, or belted biased radials, so stiff sidewalls are almost unheard of (unless you find some elderly SATs as I sometimes run). In short then the situation here is different.

Add to that, what advice we are really offering? If you need to improve grip off road, then reducing tyre pressures will certainly work. The fact that you haven't yet noticed an improvement, probably means you're not in the situation where you can benefit ie you're deflating tyres when it's just not needed.

So just what are the rules:

If you need the grip, reduce tyre pressures. If you're using tubeless tyres, never reduce them below say 20psi unless in the most dire circumstances. With tubed tyres (or tubeless with tubes fitted), you can reduce pressures even further, but never below 50% of normal pressure **UNLESS YOU REALLY KNOW WHAT YOU'RE DOING.**

Many people, myself included, regularly run pressures well below these indicated. On most of my vehicles, I invariably run tyres at 10psi. For serious competition, or the more extreme hard-yakka trips, 5 or 6 psi is the norm. I have even been known to remove the valves altogether to get myself out of serious trouble.

The point is, that the people who do these things have in general experimented over the years to find out what they can get away with, and what they can't.

Hopefully, we give you the basics, so you can try things out for yourselves. Experiment and get to know your vehicle, your tyres and your driving style. When you have mastered all that, then you are becoming truly competent off-road not before.

And don't forget, whilst we offer general advice, it has to come with words of caution:-

- !If you do reduce pressures, don't run at high speed until you get them re-inflated again
- !Don't deflate tyres too much. That's easy to say, but what is "too much". That's really for you to decide. If you're unclear, follow the general advice above.
- !Don't run any tubed tyres at very high road speeds (ie don't go drag racing with them, and



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certainly, don't exceed the legal limit of 100kph)

!Watch tyres for bead separation. Mud, twigs, grit etc, can all get in between the rim and the tyre wall. If this is excessive, you'll need to strip the tyre to clean them.

!Watch for overheating. A reduced pressure will cause the tyre to heat up quite remarkably. Excessive heat can destroy a tyre casing very quickly. If tyres are steaming, they are far too hot.

Now what's this about the Club's liability offering advice? If we failed to offer advice, we could be held to be negligent. Yet by offering advice, do we expose ourselves to liabilities under the Occupational Health and Safety in Employment Act? Well, actually, no we don't. The Occupational Health and Safety in Employment Act has no application to recreational pursuits such as ours. We have consulted on numerous occasions with Occupational Safety and Health, and the advice is always the same:- where there is no employment relationship, there is no liability under the act.

That then only leaves Common Law. Again, we are following the "best practice" within the industry, proffering the same advice as is used through the 4WD training arena, so how can we be liable? Again, I say we would be negligent by not offering the best advice we have available.

At the end of the day though, only one person is responsible for your safety, and that's you. Listen to our advice and then apply it to yourself, your vehicle and your driving techniques. We can offer no better advice than that.

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SO YOU WANT TO RE-POWER

By Pedro

I decided that my 3.8 V6 Buick was not quite up to the performance I expected, or even wanted. What bought it to a head was the clutch slave cylinder crapping out at Xmas on the Battle Hill camp out trips. I then spent 2 days running all over the country side trying to get parts. Finally got them and fitted them. The next morning it was out of bed early to offload the kids to the in-laws so Melissa could have her first real trip in the jeep for many years. We moved forward 3 feet and clutch slave cylinder shits its self. That was it, I lost the plot and decided to fix it for once and for all. So I sold the motor and g/box. Simple fix really!!!

The next stage was to find a replacement motor. Question was, do I go for a V6 japper, or a hot 4cyl turbo, or maybe even supercharged. A V8 was considered but the problem would probably be one of overheating. A Japper V6 3.0L was measured and considered, but doubts about its torque output had me wondering. So I got onto the net a discovered a ECOTEC V6 3.8 litre with auto trans and computer with harness. A little more digging revealed the power output and torque output to be very good, more than the new 4.1 rover V8. Short motor I thought, might bolt straight in. So I talked First Bank Melissa into looking at it, rang the guy up and negotiated a price over the phone subject to me looking at it, and set sail for Hamilton. We arrived in Hamilton and had a look, oil was clean, auto didn't smell burnt, and everything appeared to be there, so I bought it. Fortunately it just happened to be my Grandmothers birthday so we dropped in to surprise her on the way back. Best of both worlds really, I got my motor, and I got to look ok with the family because I was doing the family thing.



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So You Want To Re-Power (cont)

I got the motor home and promptly ripped the old one out. I hung the Ecotec in place and Christ was it long, with the motor approx 100mm further forward the transfer ended up about 300 further back. Well I got onto the transfer adapter and spent many hours mucking around with drawing sketches, measurements etc. I finally decided to heat shrink the transfer input gear onto the driveshaft yoke of the auto. I also wanted to get a PTO to be driven so had to machine a splined yoke with dog teeth so I was able to assembly the gears and yokes in place. I then machined the adapter plates from auto to transfer, and machined the pockets for the bearings. I bought all the bearings and was in the process of final assembly when I realized they were the incorrect bearings. I should have taper rollers, but I had deep groove ball. No worries I thought and shot down to the bearing shop only to discover that to get taper rollers with the correct ID I had to re machine the adapter and the transfer to accept the larger OD. Two days later and that was done. I then discovered that the transfer nose cone had to go, because it would send the front shaft right through the auto pan.

I had to remove the 2wd-4wd selector mechanism and make it a permanent 4WD setup, I had to machine up a shortened nose cone to accept a seal and bearing, not much drama really but annoying. The next major problem was the sump. The Holden motor sump comes forward and spreads out like two wings, it is also aluminum, so that had to go. I got a plate profile cut to the right shape and fabricated the sump up out of 2.5mm plate. The reason it was so heavy was because there is a bracing that comes off the sump and runs back to the auto. The sump also doubles as a girdle for the block. I had the sump all made and was about to get it anodized when someone asked how much oil does it hold. So out with the calculator and to my dismay is was only about 3.5 liters, no where near enough, so I had to make a clipon box that holds about another 2.5 liters. So that was duly tiggged on and now I have a big enough sump that does not foul with the front diff.

I then hung the motor in place and proceeded to make up engine mounts to the chassis. I tack welded them in and made up the rear mount. No major drama until I let all of the weight off the chain block and wondered why the engine mounts were strained out of place. I then noticed the front cross member had fallen out of the chassis. It had broken out because of all of the twisting the jeep does when it is offroad, so I cut the mounts off, rebuilt the chassis, and remounted the motor. Now we are getting somewhere. Fully weld mounts in and paint. YEEHA I thought.

Now I knew the rear drive shaft was short, so one day after work I took in a driveshaft and removed the tubing and prepared them for rewelding. I cut a couple of short tubes in the off chance one may be the right length and I could weld it up at home. Well I got home and bolted the drive shaft parts into their respective places, only to find that they were too long in the component parts only. My first thought was f**k!!. I am going to have to remove the



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Left - Spare parts anyone?

Below - a couple of action shots of a well-



Above - Jeremy at Rallywoods





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So You Want To Re-Power (cont)

motor and move it forward and remount it again. I thought long and hard and ended up with "shorten every thing!!!". So I had to shorten the yokes, remove the welded tubes, and cut 10mm off the sliding splines. I tacked everything up and yes it fitted, I had about 15-20mm compression and about 50mm extension, should be enough because the driveshaft angles are reasonably flat.

Right onto the front shaft. This had to be a two piece to clear the auto, so I got hold a Hilux rear shaft and shortened the middle section right down. I tracked down a bearing and housing that was suitable and mounted a plate to the chassis to carry the shaft. By sheer luck the piece of shaft from diff to chassis mounted shaft fitted right in, no mods or anything, finally something went my way. So the front shaft runs from transfer through a bearing mounted onto the chassis then through a flange into the front shaft with universal etc, looked ugly but functional, had my doubts about it but was stumped on what else to do.

Next was the exhaust. I ended up making it 2 into 1, with the right hand pipe going under the torque converter cover, and dumping into a 2.5" pipe. That was then tweaked in a pipe bender to clear the transfer case and then chassis rails, a small hop over the diff and into a 2.5" turboflow muffler. No need for a tail pipe as the muffler was mounted right at the back of the vehicle.

Then it was call in the troops, about 6 guys turned up to help lift the body back onto the chassis. As expected it fouled on the transfer case as it had been moved back. I was then able to lift the body up and down with the aid of the hoist. I cut the floor to suit the transfer and had the body sitting down properly, when I noticed the exhaust was hard against the body. It was unable to move down as it would hit the transfer, another long and hard think. Finally discovered that if you hit it hard enough with a hammer it would fit. With the exhaust problem taken care of, the body was permanently mounted up.

I then had to modify the floor to take the shifter. A scheme was thought up using about 4 rod ends, linkages etc to get the shifter to work properly, because it had been lifted up about 250 mm. I then discovered that if I took the linkage off the g/box and turned it around I could make the rod line straight up with the shifter. I spent about 2 hrs welding and adjusting the linkages to get them to work right. I then fitted the fuel tank and discovered that the shifter linkages fouled with the fuel tank by approx 40 mm, so I had to cut the shifter mount plates off and move them over and reweld and re adjust, another 2 hrs.

The radiator had to be modified with the inlet and outlet tubes swapping sides. I took it down to a radiator shop and got this done with instructions to put the outlet as far as



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possible to the outside and bottom, so I would have clearance on the electric fans. I got it back and guess what, it wasn't as far as possible down or out. But for the added hassle I just trimmed the fans blades back to clear the hoses.

Next move was the wiring. It was off to the shop to get a manual that covered the wiring diagrams for the VS motor and Box. I bought it and then started to trace the wires to make sure it was correct, it wasn't.

So it was off to the Holden Dealer to try and get some wiring diagrams, fortunately the auto sparkie there was quite helpful, and let me photocopy the relevant wiring diagrams. In the end there was only 12 or so wires that needed to be hooked up either to power or a relay with a couple of earth wires. So I duly did that and got it to a stage it was ready to run. Put fuel in the tank, fuel pump ran and provided pressure. Oil pressure was good after I spent 1hr forcing oil into the motor via the oil pressure sender to prime all bearings and oil pump for instant oil pressure on start, it worked well !!. Then it was hit the key it cranked over, and over, and over, and over, and over and over and over and over and over and did not start. Bigger!!!, so I squirted fuel down the butterfly and it leaped into life. YAHOO IT GOES, but it was not getting any fuel.

So it was back to the Holden dealer where I was told " oh Yeah, it requires a security code from the BCM to run" and "I don't know what it is". "Shit" was my comment! Antony Royal had made a comment a while ago, that when I was to get to the wiring stage to give



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So You Want To Re-Power (cont)

him a ring. I thought at the time he was just interested in car electronics, so I gave him a ring and asked if he had just acquired a bachelor in electronics. He replied "no" "but would a BE in electronics help", he then suggested getting an Oscilloscope to help. No problem and got one about 1/2hr later. Hooked it up to the serial line and discovered this nice little digital code running around, we had to find out what the reply was. I managed to get a BCM on loan and figure out that it was not doing its thing. So took it back and got another one on loan, this one did not work with the radio keys, so it was not much help, but I remembered that if you leave it on for approx 40 mins it goes to a default and spits out a code. It duly did this and on the Oscilloscope saw the wave pattern go to a flat line, the motor then started. Antony had been doing a bit of research on the net and found an ALDL interface circuit and program(ALDL Assembly line data interface).

He made up the circuit and plugged it into my PC. We managed to finally get the code numbers that were being sent forward and back from the PCM - BCM. We were then able to send the required code from the PC to the PCM and make it run. So to start it, you had to crank the engine and hit F7 on the keyboard, great if you are at home but not much use if you are on the Devils Staircase. So our options were then to get a laptop or a very long

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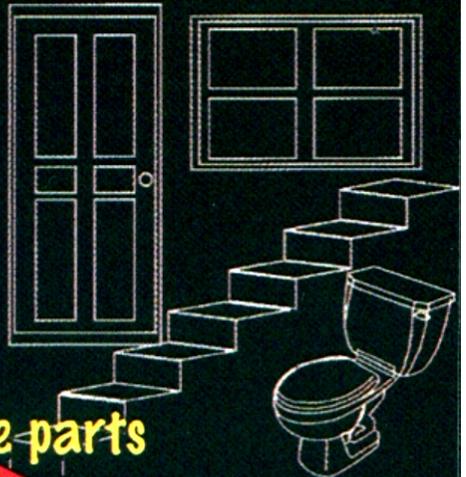
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extension lead or to find a chip we could program and fit to the jeep.

I went around a few electronics firms asking what could I use to do this. The one that made the most sense was Bob Graham at MHS technologies. He suggested a PIC (programmable integrated circuit), but the only down side was that I would have to find someone to write a code in assembler. Ok then get on the phone, Andy Cockroft was suggested, ring him, says "yea but it would take awhile to write it", I asked if he could "get it done by Easter ?"(2 days away) , answer, "no way, to rusty in that language", " fair enough", I rang a few more people with no joy.

Antony meanwhile had discovered a micro controller that would be suitable, but had to be programmed in basic. Antony could write basic but was same as Andy, hadn't done it for years. We got the micro controller on the Thursday before Easter and went around to his house on Thursday night. It took approx 2 hrs for Antonys memory to return sufficiently to write a program. He had downloaded the manual of the net and printed half of it out (200 pages). We finally had a chip that could respond to the PCM demands and give back what it wanted to hear.

I went home a lot happier than when I left home in the first place. We were onto a winner, I got home about 11:00pm and ended up wiring it into the system. I could see the PCM code and the response code but it was not doing what it should. In the morning I rang Antony and he came around and reprogrammed the chip. He had to vary the time of response before it would work properly. I had to take a photo at this stage, 2 laptops, Oscilloscope, wires every where all on the back of a hard yakka truck covered in mud.

While he reprogrammed the chip I finished putting the truck together, radiator hoses, powersteer lines, brakelines, bleed brakes, mounted fuel pump etc, by the time he was ready to run so was I.

We fired it up and selected reverse, auto seemed to slip a lot but I thought it will come right. I drove up the hill with the motor rev limiting, not right, came back added oil to full the auto up to the full mark, back out, same problem but not as bad, more oil into auto, back out same problem. About now I was starting to think the auto was shot, but kept on adding oil. It took about another 5 litres to come right. It took off up the street like a cut cat, I had to watch when I went around a corner because the seat kept on trying to fall out , they weren't bolted in . John and I went for a quick test drive off road, auto is nice offroad, drive shaft just touched the front exhaust but nothing major.

I then put on the front guards, bonnet, and bolted the seats in. Went for a more serious play off road, and drove it around the suburbs for a while. Gave Antony a drive. I still believe we were going to hit that car or parked van, I don't think Antony was expecting the 9 psi in my tubed tyres at a speed faster than walking pace.



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So You Want To Re-Power (cont)

I spent the next two days sorting out the little odds and sods, cable ties, computer and wiring harness, waterproofing etc. The radiator had decided that it should leak, bad enough to need to pull it out and get it fixed. Fortunately the radiator man was there to fix it for me on Easter Saturday, But that was a hassle I could of done without !!!

On Sunday we went up to Foxton for a test drive off road. More of a debug than anything. There was certainly no doubt there was more power available, fuel injection is a major benefit off road and the auto makes life so easy, it does not run away down hills as a lot of people think. You can crawl over obstacles with less effort and more control. All was going fine until the starter motor engaged the flexiplate, that was doing approx 2000 rpm, the starter pinion must have been doing in excess of 10000 rpm and because it is a reduction starter the actual starter motor must have been doing in excess of 20000rpm. Well the comuntator is not designed for that speed and it fell apart, that then took out the brushes and that was the end of that trip. I got towed back to my trailer and winched onto it, thanks to Glen Bullock and Antony Hargreaves for their help in getting me back to and on the trailer.

The up shot for the day was I proved the driveshaft was not good enough so that is now getting rebuilt, I have to investigate the starter circuit and replace a crook oil pressure gauge, not bad for a major re-power.

I have been involved with about 8 or 9 re-powers and with out a doubt this one would have to be one of the most difficult and trickiest one I have ever undertaken. It is not the big things that cost, it is the smaller incidentals, i.e. radiator, clutch, fuel lines, fuel pumps, bearings, steel, welding consumables, driveshaft mods, adapter plates, and nowadays electronics. If I had not been able to get Antonys help in sorting out the electronics my bill would have been in excess of \$500 bucks to get it to run. Another tool we would have been totally stuffed without is the internet, you can spend many many hours on it, but the info you can find is invaluable. We managed to get information from all over the world with the bulk of it coming from Aussie, they seem to be more into the technical side of things than we are. As for the engineering point of view I am reasonably lucky to be a Fitter and Turner and can do most stuff myself with my works co-operation after hours.

You can buy kits off the shelf to do re-powers, most of them are very comprehensive with normally only minor things needing reworking. These are good for mainline vehicles and motors but if you want to bolt a V6 into a CJ4A Mahindra jeep, don't ring me!!!

PEDRO



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A selection of photos from
the Whitemans Valley
Wander held on Sunday
26th March 2000 - thanks





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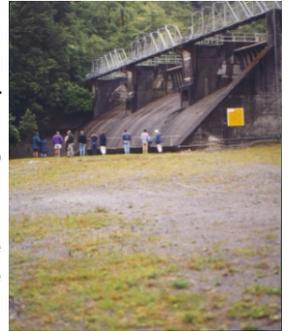


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Levin Hill Farms Trip: 1st and 2nd April 2000

Day 1 of the two day trip started off overcast and looking like the heavens were going to come down on the first ones that arrived on Friday night, myself included.

The kids broke the morning peace on the flying fox that John had arranged with the owner. By 9.30 am we were all feed and watered and chomping at the bit for some action. The trip over the next door neighbour's farm and down the Shannon Forest, was misty on the tops and a bit slippery on the grass but no problems.



After going through the Shannon Forest lights blazing it was time for lunch and then on to the Manganora Power Station and the dams beyond. At the Dams the heavens opened, Vincent found some mud, a little bit too much to deal with, but his repaired

winch did its job. After we had a play it was time for home and a short stop to do some hill climbs. Once back at the Makahika Outdoor Centre it was time for a beer or spirit, and the cooked tea which was put on for us. Awesome.



On day 2 the weather had turned bad, it had been raining most of the night and morning. Bay 9.00am we set off for Shannon to fill up and then on our way to Ashhurst and onto Takapari Rd.

The way up into the Ruahine to A-Frame Hutt the horizontal rain found us, Lunch out of the way it was time to make tracks for lower ground. Back on semi dry ground we were off through the Manawatu Gorge and on our way up to the Tararua Wind Power Farm. It was quite a site to see the large props coming out of the mist, as we drove through them. Once we got to the end of the track, it was time for everyone to get dirty.

The boghole took its toll on getting people stuck even our trusty leader. It's the first time I have seen a Cruiser used like a D5 Bulldozer, in-dig but not out. And another shortwheel base nearly turned anchor, a cruiser in the middle and another wincing off the cruiser rear.

At the end everyone seemed to have had a good time and a two-tone vehicle.

Thanks John, another great trip.

Howard Yates.



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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!

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

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

Full page	\$500
Half	\$300

Sunday 16th February 2000 Shiny Novice Trip

Sunday morning 26 wagons showed up at Rimutuka Forest Park HQ. Ten first timers, all keen for the first club trip of the new millennium. The trip was advertised as Orongoronga Coast Trip, but unfortunately due to the owners of the land on part of the coast being away Ron was unable to obtain the key - not to worry Ron came up with a two-part trip.

First we headed off over Cattle Ridge which put a quick end to the argument with my



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Sunday 16th February 2000 Shiny Novice Trip (Cont)

passenger who wanted a turn driving. I had told her the day before there is a lot of difference between driving in the mud at a local tip and four wheel driving in the hills. After driving down the other side of Cattle Ridge, she was quite content to sit there and enjoy the ride. No problems with any vehicles at this stage. We continued down Mati Valley stopping at the river, though unlike last time I did this trip with Ron this time he took us up into the bush just off from the river bed. Last time we stopped in the middle of the river bed - it was blowing a gale vehicles and passengers all got sand blasted.

After lunch we all headed back the way we came, although once we started going back up the hill to Cattle Ridge all the trouble started. The few of us up front with Ron got around the first tight corner with loose gravel no trouble, unfortunately those behind us were all the first timers, some with road tyres. The club members with radios mixed in with them were giving us an entertaining complementary on events happening as we waited for them to catch up.

After half an hour we continued on around another even tighter corner. Ok for us and the same result for the others. Never mind all part of the fun!!!! Just about made it to the top with no more trouble when the whole convey had to stop due to a hedge hog in the middle of the track and a concerned young lady trying to move it without pricking herself. Rescue complete and of we go no more problems and back down to the road.

3pm and first part of the trip finished. Too early to go home so now Ron takes us down the road to Pencarrow Station. The farmers father leads us around the property with Ron behind him. They take us around the hills then down into the valley were we all come to a stop. Joy finally MUD - a small bog but deep enough for Rachel in her surf to get stuck. At least she tried to go through it - one of the vehicles that had gone around it stropped her out. I figured if a Toyota could get though a Nissan wouldn't have much trouble - turned out to be a bit deeper than I thought, but I was able to reverse out in the end and drive around like the rest, worth a go anyway.

Most entertaining time watching others getting stuck and having to be stropped out - this bog turned out to be a big hold up for everybody, but I'm sure they all had a good time.

We sat up on the hill, the other side of the Valley watching the last of the group getting though the bog, then set of again. The farmers father who was leading us didn't seem to know the golden rule of wait for the person behind you, he raced off ahead losing Ron and the rest of us at an intersection we ended up on the wrong track going the wrong way.

Ron got us back on track and we soon caught up the speeding farmer. Off we went again in the confusion of going the wrong way and regrouping it didn't take long for one of the



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Sunday 16th February 2000 Shiny Novice Trip (Cont)

first timers to copy the farmer and lose the vehicles behind him. After a lot of talking over radio's and confusion Ron stopped the group and went back to find the lost vehicles before long he returned with everybody and we continued the rest of the trip trouble free finishing at 5.30pm. Back to Wainui a very enjoyable day for all.

Thanks Ron

Trip did highlight the importance of trip rules (KEEP THE VEHICLE IMMEDIATELY BEHIND IN SIGHT THIS IS PARTICULARLY IMPORTANT WHEN YOU COME TO A TURN OFF)

Vince Stephens K138

CCVC Annual Pureora Forest Trip

Well, we are doing it again this year - going up to Pureora Forest for our annual winter play in the mud. This year the dates are Friday 02 to Sunday 04 June - see trip sheet for further details. Accommodation has been booked, but bookings for the trip must be confirmed with John Vruink by this club night so final arrangements can be made.

For those unfamiliar with the area, Pureora Forest consists of 78,000 hectares and is situated east of Te Kuiti and west of Taupo. It has every type of 4WD trip available, with only your imagination to restrict you. There are easy family scenic trips, shiny 4x4, club 4x4 and hard yakka trips at your doorstep. There are also a number of sites of special scientific and historic interest such as a buried forest, treetop protest site, a 12m forest tower, New Zealand's largest recorded Totara tree and a few vintage pieces of machinery. Also within the forest is the geographical centre of the North Island.



So make a booking with John and come along. Touring type trips are becoming very popular so don't miss out!!!



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Nudge bar with spotlight mounts

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Committee Meeting 18/04/2000 - Highlights

Competition Officer. *The club currently doesn't have one, but we should wait for the outcome of the club survey before appointing (or not) one.*

Publicity Officer. *We are still on the lookout for one.*

New Members Officer. *Unfortunately Paul Gillan has had to resign from his newly elected post, so Steve O'Callaghan has gladly accepted the post - congratulations Steve!*

Club Survey. *Draft presented for approval. Final version to go out with May newsletter, which will be posted early to allow time to complete the survey and get it back by the next club night..*

Life Membership review. *Progressing steadily.*

Firestone. *Marcus is currently working with Firestone on a purchase deal for club members. This looks very promising, and more details will follow when finalised.*

Budget. *Second draft presented for approval. Final to be presented to club next club night.*

Awards

Gumboot: Nominations were Peter Wyatt and Vince Stephens, Winner was Vince for getting stuck in a hole for a long time after entering at the suggestion of our honourable President. (*Ed - was the award for getting stuck or listening to Andy?*)

Orange Roughy. Nominations were Sandy McConachie and Rachel Priebee. Winner was Sandy for demolishing both of his trailer axles in the carpark before he had even managed to get his wagon off it.

Golden Kiwi's. Recipients were John Hughes for his repairs to Sandy's trailer (see Orange Roughy above), and Steve O'Callaghan for his innovative vehicle winch mounts that allow the winch to be mounted front or rear.



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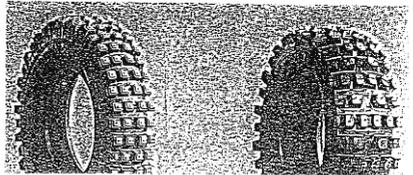


A few photo's of Moab - a rock playground in USA



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Cost for either 750x16 Maxi Cross or 245x16 Max Cross is \$317.00 + GST

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Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Foxton Beach Work Party and Trips

Venue: Foxton Beach **Category:** ALL **VEHICLE CLUB Wellington (inc)**

Trip Leader: Andy Cockroft **Phone:** 04 528 - 0119 **Callsign:** K26

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

Limited Numbers: No Yes

Trip Meeting Point Foxton Beach Motor Camp

Meeting Time **Date:** Sat 13/05/00 **Time:** 10:00am

Drivers Briefing **Date:** Sat 13/05/00 **Time:** 10:15am

Trip Departure **Date:** Sat 13/05/00 **Time:** 10:30am

Alternative Meeting Point Foxton Beach

Date: Sat 13/05/00 or Sun 14/05/00 **Time:** anytime

Expected Finishing Point Foxton Beach

Date: Sun 14/05/00 **Time:** _____

Fuel required for: 1 Kms / Days **Fuel available at:** Foxton Beach

Food required for: 1 Days **Food available at:** Foxton Beach

Drinks required for: 1 Days **Drinks available at:** Foxton Beach

Land Access Fee: Nil Per vehicle/day **Camp Fee:** Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

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

Track type:

- | Mostly | Some | Optional |
|-------------------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input type="checkbox"/> | <input 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 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: Bring a Spade, plant in morning and play afternoons, two days, come for one day or both!!!

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Driver Training Module One

Venue: Cannon Point

Category: Driver Training

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy Cockroft

Phone: 04 5280119

Callsign: K26

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Totara Park Bridge

Meeting Time	Date: <u>Sat 20/05/00</u>	Time: <u>9:00am</u>
Drivers Briefing	Date: <u>Sat 20/05/00</u>	Time: <u>9:15am</u>
Trip Departure	Date: <u>Sat 20/05/00</u>	Time: <u>9:30am</u>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park Bridge

Date: Sat 20/05/00 Time: 4:00pm

Fuel required for: 1 Kms / 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

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: _____

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Odlins Oddesy Side Tracks
Venue: Odlins Road **Category:** Club 4X4
Trip Leader: To be Advised **Phone:** 04 **Callsign:** K

VEHICLE CLUB
Wellington (inc)

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

Limited Numbers: No Yes

Trip Meeting Point

Summit Akatarawa Rd

Meeting Time Date: Sun 21/05/00 Time: 9:30am
 Drivers Briefing Date: Sun 21/05/00 Time: 9:45am
 Trip Departure Date: Sun 21/05/00 Time: 10:00am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Summit Akatarawa Rd

Date: Sun 21/05/00 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 stop, 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

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Hard Yakka Camp Over

Venue: Tararua ranges **Category:** Hard Yakka

VEHICLE CLUB
Wellington (inc)

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:** Sat 20/5/00 **Time:** 9:30am

Drivers Briefing **Date:** Sat 20/5/00 **Time:** 9:45am

Trip Departure **Date:** Sat 20/5/00 **Time:** 10:00am

Alternative Meeting Point

Caltex Rimutaka

Date: Sat 20/5/00 **Time:** _____

Expected Finishing Point

Caltex Rimutaka

Date: Sun 21/5/00 **Time:** 5pm-10 pm

Fuel required for: 2 Kms / Days **Fuel available at:** Caltex Rimutaka

Food required for: 2 Days **Food available at:** Caltex Rimutaka

Drinks required for: 2 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
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

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

Track type:

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Creeks, small rivers |
| <input type="checkbox"/> | <input 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: Roll overs expected, Steep sidings, very narrow track with HUGE drop offs, Tyre damage possible, Co-Driver essential, Club radio essential, Full size pick and shovels, Must have driving lights

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Sutherlands Shiny Saunter (To be confirmed)

Venue: Sutherlands Track **Category:** Shiny 4X4 **VEHICLE CLUB Wellington (inc)**

Trip Leader: Tony Brown **Phone:** 04 472 - 2698 **Callsign:** _____

Bookings Required: No Yes **Book with Trip Leader before:** 27/5/00

Limited Numbers: No Yes

Trip Meeting Point

Featherston Mobil Service Station

Meeting Time **Date:** Sun 28/5/00 **Time:** 9:30am

Drivers Briefing **Date:** Sun 28/5/00 **Time:** 9:45am

Trip Departure **Date:** Sun 28/5/00 **Time:** 10:00am

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Featherston Mobil Service Station

Date: Sun 28/5/00 **Time:** 5:30pm

Fuel required for: 200 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

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

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

Track type:

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

Notes: SUBJECT TO DOC APPROVAL

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Family Coastal Caper

Venue: Orongorongo Coast Category: Shiny Novice

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ron Wadham Phone: 04 563 - 7907 Callsign: K55

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

Limited Numbers: No Yes

Trip Meeting Point

Rimataka Forest Park

Meeting Time Date: Sun 28/05/00 Time: 9:00am
 Drivers Briefing Date: Sun 28/05/00 Time: 9:15am
 Trip Departure Date: Sun 28/05/00 Time: 9:30am

Alternative Meeting Point

Orongorongo Gate

Date: Sun 28/05/00 Time: 4:00pm

Expected Finishing Point

Date: Sun 28/05/00 Time: 4:00pm

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

Food required for: 1 Days Food available at: Wainuiomata

Drinks required for: 1 Days Drinks available at: Wainuiomata

Land Access Fee: \$10.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

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

Track type:

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

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Pureora Queen's Birthday Weekend

Venue: Pureora Forest **Category:** All

VEHICLE CLUB
Wellington (inc)

Trip Leader: John Vruink **Phone:** 04 567 - 1142 **Callsign:** K37

Bookings Required: No Yes **Book with Trip Leader before:** 10/05/00

Limited Numbers: No Yes

Trip Meeting Point

Pureora Forest DOC Center fri night

Meeting Time **Date:** Fri 2/06/00 **Time:** _____

Drivers Briefing **Date:** Sat 3/06/00 **Time:** 9:00am

Trip Departure **Date:** _____ **Time:** _____

Alternative Meeting Point

All Weekend Pureora Forest DOC Center

Date: _____ **Time:** _____

Expected Finishing Point

Pureora Forest DOC Center

Date: Sun 4/06/00 **Time:** Midday

Fuel required for: 200 Kms / **Fuel available at:** Bennydale

Food required for: 2 Days **Food available at:** Bennydale

Drinks required for: 2 Days **Drinks available at:** Bennydale

Land Access Fee: _____ Per vehicle/day **Camp Fee:** 10 Per person/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 type="checkbox"/>	<input type="checkbox"/> Beach or sand
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Clay or mud
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Rocky or river boulders
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Deep rivers, water holes
<input type="checkbox"/>	<input 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: Accomadation limited to 40, first in first served, Camping available, bookings are required by this club nite

Trip Database

From: 26/4/2000 To: 30/11/2000

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 30/04/00	1	The HARD Hard-Yakka	Hard Yakka	Akatarawa Forest	Colin Landy	C	Winch & Navigator mandatory. Trip route decided on the day - it will be a HARD Hard Yakka.	273
Wed 10/05/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		263
Sat 13/05/00	2	Foxton Beach Work Party + Trips	All	Foxton Beach	Andy Cockroft	C		261
Sat 20/05/00	1	Novice Training "Module 1"	Training	Cannon's Point, Totara Park	Andy Cockroft	C		261
Sat 20/05/00	2	Hard Yakka Camp-Over	Hard Yakka	Odlin's Road	Eric Bon	C		280
Sun 21/05/00	1	Odlin's Odessey	Club 4X4	Odlins Road Side Tracks	Grant Purdie	C	Bookings required.	279
Sun 28/05/00	1	Manufactures' Challenge Final Round	Manufacturer	Dick's Yard, Akatarawa Forest	Dave Hilleard	C		296
Sun 28/05/00	1	Family Coastal Caper	Shiny Novice	Orongorongo Coast	Ron Wadhams	C		282
Sun 28/05/00	1	Sutherland's Shiny Saunter	Shiny 4X4	Sutherland's Track	Tony Brown	P	Go/no go dependent on access - therefore bookings required.	283
Tue 30/05/00	1	Committee Meeting	Meetings	Building Recyclers, Keneperu	Andy Cockroft	C		265
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	Family Shiny Novice -tba-	Shiny Novice	-tba-	-tba-	T		285
Sun 18/06/00	1	Club 4x4 -tba-	Club 4X4	-tba-	-tba-	T		284
Sat 24/06/00	1	Family Forage	Shiny 4X4	Akatarawa Forest	Ron Wadhams	P		286

Friday, 28 April 2000 20:55

Status: A=Abandoned, C=Confirmed, H=Held, P=Planned, T=Tentative

Page 1 of 2

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sat 24/06/00	1	Hard Yakka -tba-	Hard Yakka	-tba-	-tba-	T		287
Tue 27/06/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		286
Sun 09/07/00	1	-tba-	Club 4X4	-tba-	-tba-	T		288
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 -tba-	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 23/09/00	2	Team Challenge 2000	Club 4X4	Akatarawa Forest	Ross van Waas	T		297
Sun 19/11/00	1	Valley 4WD National Trial	Valley 4WD	Actea Site, Porirua	-tba-	T	Date tentative.	295



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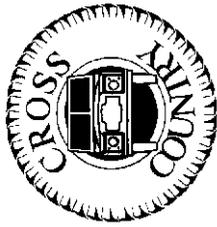
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