



VEHICLE CLUB
Wellington (inc)



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September 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

Welcome to the September newsletter. This month sees quite a few trip reports which is really great but not too many photos as I haven't been given any - so keep up the trip reports and please please send some pix in as well.

Also included is a few invitations to events other than club events - these are worthwhile events and should receive your support. Also, on a personal note, there are still a few

places left on the North Island Four Wheel Drive Challenge but get in quick as places are filling rapidly.

Alan...

GUEST SPEAKER

We have a guest speaker coming to club night. He is Mr. Arthur Baker from the Order of St John. Arthur ran the course recently attended by several members of the club, and I for one found him to be a great tutor and an entertaining speaker. He will be available for about an hour on the night, arriving around 8.30'sh. Arthur will be talking about first aid stuff and will be looking forward to all your questions.

He will not be giving demonstrations as instructing in the art of first aid is a course offered by the Order. He will however be bringing with him a supply of good first aid kits for sale. The 2 most common kits sold are priced at \$45 and \$60.

So bring your questions, your attentive ear, and your cheque books.

NATIONAL COMPETITIONS CALENDAR - 2000 / 2001

Event	Host Club	Date
Ladies World 4x4 Trial Championship	Nat Comp Committee (to be held in Napier)	21/22 October 2000
Round One	Mt Egmont	12 November 2000
Round Two	South Waikato	10 December 2000
Round Three	Waikato	28 January 2001
Round Four	Manukau	04 March 2001
Round Five	Valley Four Wheelers	25 March 2001
Round Six	Manawatu	15 April 2001 (Easter)

Cover Photo: Not sure where it came from, but it was from the Internet somewhere.



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Wellington (inc)

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Wellington (inc)

President's Piece

As one of the most hectic month's of this season closes, it's probably worth noting just how far we've come over the past few years.

In the mid-nineties, the Club had no formal policies on safety, land access, driver training. Trips were spasmodic with one family and one hard yakka outing per month – if you were lucky. Membership was around half what it is today. The average vehicle was an elderly Cruiser, Suzuki or Land Rover, with the odd Surf or Patrol thrown in for good measure.

Now look. The Club runs a minimum 4 trips per month (usually more). We have an effective safety policy. We have land-access policies in place, and the average vehicle is now more resplendent than many an executive sedan. Add to that a Membership well in excess of 200, and the Club can be clearly seen as a vital, evolving, progressive society.

How have we managed this change?

I do use the word “manage” quite intentionally. It is only through more rigorous application of some basic management techniques that we can make all this happen. That means the dreaded “Red Tape” rears its head yet again. Unfortunately, there is no way with a Club so large, so active, with so many diverse activities that we can do otherwise. People dissatisfied with that regrettably choose other paths to follow. They either leave for pastures new, or retire from recreational four wheel driving.

Yet, all of us are volunteers. No-one forces us to do anything. Whether that be me, a Committee Member or any other Club Member. We don't force you to go in trips. I promise you that no-one forces me to do things I don't want to do – and I'm sure the same is true for the rest of the Committee.

So it's against that, I become a little concerned when I hear criticism of various Club activities.

When I mentioned that I was to visit Whangamona and the “unsafe” Arnold Stream Bridge, I heard comment such as “why go up there?”, and “why doesn't he look after land access closer to home?”.

Well, I'll tell you. I go up there because I WANT TO. It's part of the kicks I get from my various roles that I do actually get to enjoy most of what I do. That doesn't mean to say I'm deliberately neglecting things closer to home. If you know of anything that we should be doing, that we're not doing, we need to hear.

But I will not be criticised for enjoying my four-wheeling my way. Nor do I expect to be able to criticise you for how you get your thrills (unless it's anti-social).

Other people on Committee are equally sensitive to criticism. We must recognise that we're all different. We are all motivated by different things. If I enjoy taking bureaucrats head-on, that's my bag. If others enjoy wrestling their way through impassable mud bogs, that's theirs. What we must do is recognise that we are all amateurs, and respect the time and effort the volunteers put in to make things happen for the rest.

Andy



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First Aid Kits

TO ALL TRIP LEADERS

The club now owns four (4) comprehensive first aid kits.

These kits are available to be carried by trip leaders as a back-up emergency kit to supplement those carried by all individual vehicles.

Would all **TRIP LEADERS** please contact me to arrange for collection / issuing of these kits prior to each trip.

ROSS VAN WAAS
SAFETY OFFICER
Phone (day) 04 237-4000
Phone (night) 04 528-0942
Cellphone. 025 461-522

Doctors Clinical Notes

Patient has chest pain if she lies on her left side for over a year.

On the 2nd day the knee was better and on the 3rd day it disappeared completely.

She has had no regors or shaking chills, but her husband states she was very hot in bed last night.

The patient has been depressed ever since she began seeing me in 1993.

The patient is tearful and crying constantly. She also appears to be depressed.

Discharge status: Alive but without permission.

Healthy appearing decrepit 69 year old male, mentally alert but forgetful.

The patient refused an autopsy.

The patient has no past history of suicides.

Patient has left white blood cells at another hospital.

Patient's past medical history has been remarkably insignificant with only a 40 point weight gain in the last three days.

Patient has waffles for breakfast and anorexia for lunch.

Between you and me, we ought to be able to get this lady pregnant.

Since she can't get pregnant with her husband, I thought you might like to work her up.

She is numb from the toes down.

While in the ER she was examined, x-rated and sent home.

The skin was moist and dry

Occasional, constant, infrequent headaches.

Patient was alert and unresponsive

Rectal exam revealed a normal sized thyroid.



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Wellington (inc)

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OIL CHANGE INSTRUCTIONS FOR WOMEN

- Drive down to the mechanic's when the odometer reaches 5000km since the last oil change.
- Drink a cup of coffee.
- 15 minutes later write a cheque and leave with a properly maintained vehicle.

Money Spent;
\$40.00 for oil change
\$ 1.00 for coffee
\$41.00 total

OIL CHANGE INSTRUCIONS FOR MEN

- Go to auto parts store and write a cheque for \$50.00 for oil, filter, kitty litter, hand cleaner and scented tree
- Discover that he used oil container is full. Instead of taking it to the servo to recycle, dump in hole in back yard.
- Open a beer and drink it.
- Jack car up. Spend 30 minutes looking for jack stands.
- Find jack stands under kid's pedal car.



RD 25 JOHNSONS RD
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UPPER HUTT

PHONE/FAX: 528-1227
MOBILE: 025 436-960



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- In frustration, open another beer and drink it.
- Place drain pan under engine.
- Look for 9/16inch socket set.
- Give up and use ring spanner.
- Unscrew drain plug, ensuring to strip the bolt as much as possible.
- Drop drain plug in pan of hot oil; get hot oil on you in the process.
- Swear profusely and clean up mess.
- Have another beer while watching oil drain.
- Look for oil filter wrench.
- Give up, poke oil filter with screwdriver and twist off.
- Have another beer.
- Mate shows up, finish slab with him, and Finish oil change tomorrow.
- Next day, drag pan full of old oil out from underneath the car.
- Throw kitty litter on oil spilled during earlier step.
- Pour pan of oil down the hole in the backyard, and cover.
- Have another beer, Oh no, you drank it all yesterday.
- Walk to store, buy another slab.
- Install new oil filter, making sure to apply a thin coat of oil to gasket surface.
- Dump first litre of fresh oil into engine.
- Remember drain plug was with the old oil.
- Hurry to find drain plug.
- Discover that the drain plug is buried in a hole in the backyard, along with drain oil.
- Have another beer.
- Uncover hole and sift for drain plug.
- Discover that the first litre of fresh oil is now on the floor.
- Have another beer.
- Slip with spanner, tightening drain plug and bang knuckles on frame.
- Bang head on floor in reaction to above step.
- Begin a swearing fit.
- Throw spanner.
- Swear for additional 10 minutes because spanner hit Miss December 1992.
- Have another beer.
- Clean up hands and forehead and bandage as required to stop blood flow.
- Have another beer.
- Have another beer.
- Dump in five litres of fresh oil.
- Have another beer.
- Lower car from jack stands.



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- Accidentally crush one of the jack stands.
- Move the car back to apply more kitty litter to fresh oil spilled during oil change.
- Have another beer.
- Test drive car.
- Get pulled over, arrested for driving under the influence.
- Car gets impounded.
- Make bail, get car from impound yard.

Money Spend:

\$50.00 parts

\$50.00 Beer

\$50.00 replacement set of jack stands

\$1,000.00 Bail

\$200.00 Impound and towing fee.

\$1,350.00 total



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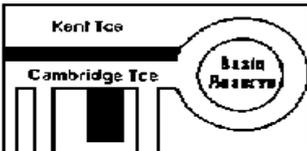
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The North Island Four Wheel Drive Challenge

Yes - we're doing it all again! A twelve day trip, this time from Wellington to Auckland through some of the North Island's out of the way places, with some harder bits for those that want it! Starts on Monday 15th

treadlightly!
LEAVING A GOOD IMPRESSION



For an information pack please write to:

**North Island Four Wheel Drive Challenge
PO Box 31 178, Lower Hutt**

**Or email
BFGNIC@xtra.co.nz**

The North Island Four Wheel Drive Challenge is being put together by a small dedicated group of 4WD enthusiasts (all experienced club members) on a non-profit cost-recovery basis.



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Wellington (inc)

Cross Country Chronicle

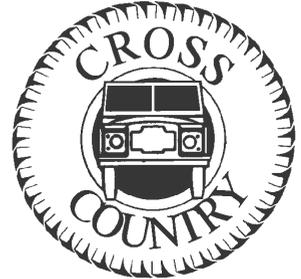


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Wellington (inc)

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



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Wellington (inc)

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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Wellington (inc)

Cross Country Chronicle



VEHICLE CLUB
Wellington (inc)

SAFETY CHECKS

A friendly reminder to you all to get in and get those inspections done - please don't leave it to the last couple of weeks.

Our inspectors are doing this task as volunteers of their time. It will obviously be a help to them if we don't all turn up in the last week before the deadline. None of you will like it if you rang up in the last few days hoping to get your check done before an upcoming trip that weekend only to be told *"the inspector is to busy this week, please call again next week"*.

As a reminder our club inspectors are:

Dayal Landy
Gold Coast Mechanical
2 Epiha St.
Paraparaumu
Ph. (04) 902-9244

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

Carl Furniss
Wellington 4WD Centre
421 Hutt Road
Lower Hutt
Ph. (04) 566-7504

Antony Hargreaves
Epuni Motors 1987 Ltd.
2-6 Hawkins St.
Lower Hutt
Ph. (04) 569-3485

Mike Gall
M Gall 4WD Specialists
3 Happy Valley Road
Wellington
Ph. (04) 383-6554

Steve Lacey
Wainuiomata Motors
Moores Valley Road
Wainuiomata
Ph. (04) 564-8823

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FOUR WHEEL DRIVE TEAMS RECOVERY EVENT

14th October 2000

22nd July 00

Secretary
Cross Country Vehicle Club
Po Box 38-762
Wellington

It would be appreciated if you would make your club members aware of our planned event.

Four wheel drive teams recovery events have been run mainly in the Northern Zone since the early 80's. Team Recovery events have been a popular part of club calendars. So we thought it was time to run more of these events in the Central Zone.

Although there are no hard and fast rules for these events we will run this event using the same guidelines as the Northern Zone, informal with the emphasis on fun.

The teams would be made up of six people and three vehicles, your club may enter more than one team.

There will be an entry fee of \$30 per team. At the end of the event we will put on a BBQ and a beer for participants.

For further information on this event and specific guidelines please contact

Sandy McConachie:
Ph (04) 565-1393
E-mail: mcconachie@xtra.co.nz

Dwayne Mead:
Ph (04) 478-1857

Yours faithfully,
Sandy McConachie

Sandy McConachie
President.



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Four Wheel Drive Teams Recovery Event

Entry Form

Venue..... Long Gully, Brooklyn, Wellington.

Date..... Saturday 14th October 2000

Time..... Scrutineering 9:00 at Wind Turbine Start 9:30

Host Club..... Valley 4WD Club

Postal Address.....C/- 13 Palm Grove, Belmont, Lower Hutt



Entry Fee: \$30.00 (per team) Cheques payable to Valley 4WD Club
Closing Date For Entries 30th September 2000

Driver

Full Name.....

Address.....

Phone No().....

Runner

Full Name.....

Address.....

Phone No().....

Driver

Full Name.....

Address.....

Phone No().....

Runner

Full Name.....

Address.....

Phone No().....

Driver

Full Name.....

Address.....

Phone No().....

Runner

Full Name.....

Address.....

Phone No().....



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INDEMNITY.

It is **ACKNOWLEDGED** and **DECLARED** that it is a **CONDITION OF ENTRY** to this event, that **ALL** persons having any connection with the Promotion, Organisation, and/or Conduct of this Event, including, but not limited to, the Host Club, the Owner(s) and Lessee(s) of the Land, the Owner(s) and Lessee(s) of the Vehicles, the Competitors and all Officials, and others, are **ABSOLVED FROM ALL LIABILITY** arising out of any action or accident, causing property loss or damage, or personal injury including death, howsoever caused, notwithstanding that such death, injury, loss or damage may have been contributed to, or caused by the negligence of the Host Club or any of their respective Officials, Servants, Representatives, Agents or by any other person.

DECLARATION

I **DECLARE** that I possess the standard of competence required for an event of the type to which this Entry relates, and that the vehicle in which I will compete is suitable, and properly equipped, for the event, having regard to the course, type of terrain, and speeds which may be reached.

DANGEROUS DRIVING WILL RESULT IN INSTANT DISQUALIFICATION

UNDERTAKING

I **UNDERTAKE**, that should I, at the time during this event, be suffering from any **DISABILITY** of any kind, whether permanent or temporary, which is likely to detrimentally effect my control of the vehicle, I will declare it to the Host Club Officials. Permission for me to participate, notwithstanding my disability, shall be at the sole discretion of the Host Club.

THE HOST CLUB RESERVES THE RIGHT TO ACCEPT OR REJECT ANY ENTRY.

WE the UNDERSIGNED have read the pages of this Entry Form, and AGREE to be bound by them, and any ADDITIONAL SUPPLEMENTARY REGULATIONS which are issued for this Event.

SIGNED

DRIVER

RUNNER

VEHICLE 1

VEHICLE 2

VEHICLE 3

DATE/...../.....



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Trip Report Odlins Oddesy Side Tracks 21/05/2000

Eight intrepid explorers and their partners / families gathered at the top of the Akatarawa Road in cool blustery conditions for a Club 4x4 along Odlins Road. After the customary gathering of funds and verifying of safety stickers, Grant outlined the plan to follow his nose down anything that looked interesting. The first deviation was about 2km up the road and proved to be just a shortcut of about 200 metres back to the main track, although the mud did provide a taste for things to come. About 1km further on, we were led down a side track which was a steady downhill descent through some quite wet areas with very close bush. On the way down the track we drove over a large wire rope, a remnant of the logging days, and which was stretched tight enough to be about 250mm off the ground in places. A call from our leader advised of an impending sharp right hand bend and to just let yourself go down the ensuing slope as it would be folly to try and stop. This seemed to prompt Mark, who was immediately behind Grant, to let himself go immediately and instead of going forwards around the sharp right hander he somehow ended up facing the wrong way. Just after his call for assistance, Grant radioed to say that we would all have to do a 180 and exit as the way forward was blocked by fallen trees plus another reasonably large one which was growing in the middle of the track. At this stage the trip had been going for about 20 minutes and Roger was just quietly gaining confidence with the new Nissan.

While Grant started to grapple with the problem of turning on a very narrow track the rest of us scrambled our way down to the corner to see what was required to get Mark mobile. This part of the track was particularly slippery but no trouble for the landrover to winch up and get itself out of its predicament. That is until the battery died after about 3 turns of the winch drum. Bugger!! This then necessitated Paul taking his Nissan further down the track to jump start the landrover. This in turn led to congestion at the corner and it took some time to turn the Nissan, which was then reluctant to climb back up the track. John Lau, having turned in the meantime, backed the Cruiser down and after much digging and struggling, managed to strop the Nissan back up the track. Meanwhile the landrover had stalled again while trying to get up the hill and the air was getting blue. While all this was going on Grant was slowly but surely winching his way back.

With the landrover blocking the return route at the corner and stalled with not a glimmer of juice in the battery, I went down in the Cruiser to execute the jump start. This then necessitated me being stropped back up the hill backwards as there was no traction for reversing. Meanwhile the diff locks on the landrover wouldn't work because of lack of battery power so more stropping was required to finally get Mark back up to the flat section of track at the top of the hill.

The rest of the team had managed to turn fairly easily but the way out was proving to be very slippery. The master blaster was called in to play in the new chevy powered Nissan



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Wellington (inc)

Cross Country Chronicle



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Wellington (inc)

but stopping uphill at high revs was not proving to be easy as it was starving for fuel. After much bonnet opening & shutting Roger did manage to get out and assist a couple of others on the way, including our intrepid leader. Unfortunately the Nissan also lost a tyre due to a large cut in the sidewall from a rock on the track.

The denseness of the bush did provide the advantage that it was very sheltered and it was not unpleasant standing about outside assisting with the recovery operations. By the time we all got back out to the main track about 3 hours had elapsed, and Roger & Mark had little option but to return home for a bit of head scratching and repair work.

The rest of us decided to carry on further along the road as far as the top of the Renata Ridge. We progressed along this section of track without encountering any difficulty, meeting Eric & Jim along the way returning from a trip in to the Waitotauru Forks. When we reached the top of the ridge at the parking area, we left the vehicles and went for a bit of a wander down the road for about half an hour down to the first narrow section of road. Returning to the vehicles at the top of the ridge we then proceeded back to the Akatarawa Road, arriving back there at about 4.30pm.

All in all we had a pretty good day and although the weather was pretty lousy in Wellington, we didn't get very much wind or rain for the whole of the trip. Thanks to Grant for an enjoyable trip.

Jeff Simpson

D.E.M. Millar
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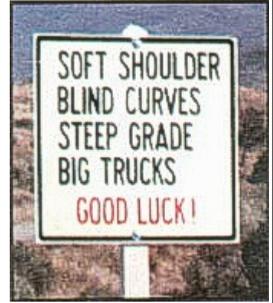
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Figure it out!!!!???

Many, many years ago when I was twenty three,
I got married to a widow who was pretty as could be.
This widow had a grown-up daughter who had hair of red.
My father fell in love with her, and soon the two were wed.
This made my dad my son-in-law and changed my very life.
My daughter was my mother, for she was my father's wife.
To complicate the matters worse, although it brought me joy.
I soon became the father Of a bouncing baby boy.
My little baby then became a brother-in-law to dad.
And so became my uncle, though it made me very sad.
For if he was my uncle, then that also made him brother
To the widow's grown-up daughter who, of course, was my stepmother.
Father's wife then had a son, who kept them on the run.
And he became my grandson, for he was my daughter's son.
My wife is now my mother's mother and it makes me blue.
Because, although she is my wife, She's my grandma too.
If my wife is my grandmother, then I am her grandchild.
And every time I think of it, It simply drives me wild.
For now I have become the strangest case you ever saw.
As the husband of my grandmother, I am my own grandpa!!



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fully equipped **NZ WARN** CHALLENGE

We would like to inform you of an exciting new style of 4WD event being introduced to New Zealand. This event is based on the format used in major International 4WD events such as The Rainforest Challenge, Outback Challenge and others. As such it is being organised under the auspices of the World 4WD Council and the New Zealand Four Wheel Drive Association (NZFWDA). The Event Director, Ashley Lucas of Auckland, heads the organising committee. For the inaugural year the event committee has contracted the assistance of a team from Australia who have experience in organising the Outback Challenge and the Ateco Warn Winch Challenge. As well as being a challenging event in its own right, the event will also give any New Zealand competitors wishing to compete in the Outback Challenge or Rainforest Challenge the opportunity to experience that style of event to assist with vehicle setup. At least two Australian competitors will be present with their vehicles to provide a benchmark.

The event will be held over the weekend of October 13th to 15th at Lahar Farm, Horopito (between Ohakune and National Park). Scrutineering will be from midday to 7pm on Friday 13th October at the event venue with a drivers briefing at 8pm.

The event will include a night prologue stage on Friday to seed competitors, with ten special stages on Saturday and Sunday. Competitors are timed over the stages but it is not a speed event, there is however a maximum time for each stage. Competitors will need to winch on several stages to complete the stage and penalty points are incurred for any safety infringements during winching. Details of the type of competition are contained in the September issue of New Zealand 4WD or on the 4WD magazine website (www.nz4wd.co.nz). Each entry will comprise a driver and co-driver. Both members of the crew must be members of an NZFWDA club or United 4WD Supporters Club.

The competition is open to production based 4WD vehicles (production body and chassis) with a current WOF and Licence. Whilst vehicle set up is up to competitors the following would be a suggested configuration:

Raised suspension, large mud tyres (33 inch to 36 inch), winch, diff lock (optional), snorkel (optional).

Competitor Notes

- ! Ground anchors are not required as all likely winch sites will have natural winch points or the organisers will provide winch points (however competitors may carry ground anchors if they wish)



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Wellington (inc)

Cross Country Chronicle



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- ! Competitors are required to camp at the event site and be self sufficient for the duration of the event. Toilet facilities and drinking water will be supplied at the campsite and dinner will be supplied on the Saturday night for all competitors.
- ! Fully Equipped as the major event sponsor will provide special pricing on equipment for all registered competitors leading up to the event to assist with vehicle preparation
- ! For the first year we are relaxing some of the usual international regulations, however for subsequent events the full regulations will apply and should be noted if you are setting a vehicle up for the event, in particular:

Warn winches (electric or hydraulic will be compulsory), for 2000 only any electric, hydraulic or PTO winch is allowed

A steel or aluminium cargo barrier will be compulsory (recommended only for 2000)

Prizes

1st New Zealander Guaranteed and half price entry to the 2001 Outback Challenge (value A\$500)

1st Warn Winch equipped vehicle Warn winch accessory kit

1st Overall TBA and trophy

2nd Overall TBA and trophy

3rd Overall TBA and trophy

Additional prizes will be awarded including hard luck, sportsmanship and bushman

Due to the relatively short notice for the event we would appreciate if you communicated details of the event with any of those in your club you might feel would be interested in entering. I have attached a full copy of the event regulations and an application for entry. Initial applications close 15th September, late applications will be accepted subject to places being available but entry numbers are strictly limited. If entries are oversubscribed the organisers will select entries based on vehicle specifications and crew experience. Organisers reserve the right to accept or reject any entry. The entry fee is \$100 per vehicle.

If you have any queries they can be directed to:

Ashley Lucas



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North Range Road - the Wind Farm

Imaging the conversation in local Wrightsons Ag Centre when you admitted that you were farming wind?... yeah well not sometime may men tend to harness. The turbines made a real impressive site in the late evening light. The gravel road turned to dirt then quickly to a set of deep muddy ruts. At one stage we drove against the fence line (the alternate route) above the ruts which had developed into the sort that would swallow your mother in law, Toyota Corolla and all!

It was my turn to get stuck, I casually slid off the alternate track and ended in no-mans land above the ruts and unable to climb back up. I picked a route that would allow me to rejoin by crossing the end of the ruts...well, that was the plan...WHAT WAS I THINKING...the whole reason to carry a shovel isn't to feel good... should have cut a track across the centre of the rut, but I didn't, and having 20-20 vision in hindsight.. was always going to have my front wheel hit the centre and follow the rut leaving my right side about 4 foot higher on the bank...it didn't roll, but there it was, mum's taxi stuck fast with a 40 degree lean on. Mum and the kids climbed out with daughter JJ volunteering to walk home from there. John kindly pulled us out tweaking his door in the process.

Back on the level we rounded the corner to find the rest of the trip crews recovering a Subaru GT station wagon ! yes a Subaru full of youths had made it further then I had before they'd got stuck.

So I guess that why I'm trotting around the country on the "novice" trips. And what of the Hard Yakka guys....well I guess they must have more experience and different equipment, like taller suspension, larger wheels, and bigger balls!

The trip was concluded under head lights, lotsa mud and more ruts. A real neat section that finished off the day that started in the Ruahine Ranges. Thanks Ron for a great day.

Marcel and Heather van Dorrestein

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Do you know of anyone wanting to advertise in the newsletter? If so, get them to give me a call. The advertising costs for one year (11 issues of 260 copies) are:

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



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Below are a few humorous pictures and captions that I found on an Australian internet site



- *"Smile mate, at least make it look like we're having a good time"*
- *"BUGGER"*
- *Dad and Dave have done it again!!*
- *"Be brave lad! We're TOYOTA men, and we go down with the ship!"*
- *"Those prunes did the trick, Cap'n!"*



- *Three barks!! What the ##@!!E&! Does three barks mean?*
- *Bob's Land Cruiser fishing lure was a dud.*
- *Maybe with a running start we could get a bit closer to the other side.*
- *27.3km: double caution - very steep descent into a medium creek crossing.*
- *I said put the creek water into the radiator with a bucket.*



- *I told you that my approach angle was 90 degrees*
- *I love trees! Perhaps if I chain my car to it, they won't cut it down!*
- *I thought you said that my bullbar would push over small trees.*
- *I said LEFT turn, not RIGHT!*

Shiny 4x4 13 August 2000

We met at the Maungakotukutuku gate, approximately 40 vehicles. Trip leader Grant Purdie gave a very informative and thorough drivers briefing. Initially we were split into 2 groups - those who didn't mind harder tracks with the possibility of severe bush marks and panel damage, and others who would remain on the main tracks. Our first detour also saw our first casualty. A broken CV joint? An unfortunate shortened day out for this couple. The next detour saw a few get through, a few try and fail and more stick to the main track. The steep climb claimed a few, but the bog at the top caused most of the trouble. Bruce in his landrover was kept busy recovering vehicles. A bit of damage was done in this hole by some but nothing too serious. Onwards to some more challenges. I don't know the names of all of these tracks but there were a few of them. Another side track with a watery bog at the top caused a few problems. It was very slippery on the wet clay. Tow strops were getting plenty of use.

After lunch Grant gave us a quick briefing as to what adventures lay ahead. At this stage Alan Donaldson escorted a ute having engine problems, out. He caught up with us again - we hadn't travelled far - at the next bog. Quite a few needed stopped and a few were



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winched through this part. Two trees a vehicle width apart (not quite wide enough for one of the Pajeros on this trip) at one of the exits of this bog proved a challenge. Again Bruce was kept busy pulling vehicles out.

Onto the Ruts track. Grant warned everybody about the possibility of damage on this track. 6 vehicles went with Marcus to the Orange Hut via an alternative route.

I am not certain of what damage was done on this awesome trail. I did learn very quickly that this is a very narrow track. Next time I will remove the mirrors myself!

A few very short steep slippery ascents proved a difficult obstacle for most. One steep climb after an angled right turn kept Grant busy with recoveries. He seemed most relieved when the last five vehicles were able to get through this part unassisted. We spent quite a bit of time parked in deep ruts at varying angles.

It made exiting vehicles interesting at times.

We regrouped at the Orange Hut the sun now gone, darkness on the way. It was obvious we were in for a late departure from the forest, just how late was not yet evident. We proceeded towards our intended exit point at Bulls Run road. Darkness fell quickly, lights were on and we were driving a reasonable track. Next we heard Grant's voice over the radio disbelievingly telling us of a locked gate in our path. Those at the front managed to turn around and we headed off towards our new exit point at the Maungakotukutuku gate. We got out of the forest just after 7pm, an awesome day.

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This was an extremely well run trip with Grant and Marcus leading the groups, and Alan and Steve at the tail end. It was a day mixed with challenging driving and plenty of experience gained in the recovery of vehicles, in a great area. Thanks to Grant Purdie for organising this adventure, it was certainly more than your average shiny 4 x 4.

Paul Gillan

Here are some of the classic questions that were asked of the Sydney Olympic Committee via their Web site, and the witty answers that go with them.

Q: Does it ever get windy in Australia? I have never seen it rain on TV, so how do the plants grow? (UK)

A: Upwards, out of the ground, like the person who asked this question, who themselves will need watering if their IQ drops any lower...

Q: Will I be able to see kangaroos in the street? (USA)

A: Depends on how much beer you've consumed...

Q: Which direction should I drive - Perth to Darwin or Darwin to Perth - to avoid driving with the sun in my eyes? (Germany)

A: Excellent question, considering that the Olympics are being held in Sydney.

Q: I want to walk from Perth to Sydney - can I follow the railroad tracks? (Sweden)

A: Sure, it's only three thousand miles, so you'll need to have started about a year ago to get there in time for this October...

Q: Is it safe to run around in the bushes in Australia? (Sweden)

A: And accomplish what?

Q: It is imperative that I find the names and addresses of places to contact for a stuffed porpoise. (Italy)

A: I'm not touching this one...

Q: My client wants to take a steel pooper-scooper into Australia. Will you let her in? (South Africa)

A: Why? We do have toilet paper here...

Q: Can I bring cutlery into Australia? (UK)

A: Why bother? Use your fingers like the rest of us...

Q: Do you have perfume in Australia? (France)

A: No. Everybody stinks.

Q: Do tents exist in Australia? (Germany)

A: Yes, but only in sporting supply stores, peoples' garages, and most national parks...

Q: Can I wear high heels in Australia? (UK)

A: This HAS to have been asked by a blonde...

Q: Can you tell me the regions in Tasmania where the female population is smaller than the male population? (Italy)

A: Yes. Gay nightclubs.

Q: Do you celebrate Christmas in Australia? (France)

A: Yes. At Christmas.



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JIM'S JOURNEY

Sunday 3 September 6 vehicles (3 Suzuki's, 1 Nissan Granroad, 2 Land Cruisers) met at the top of the Akatarawa Road at 9.30 for a trip down Odlins Road. As we were assembling approx 12 trucks from the Tararua Club turned up to traverse the same route. Because they had assembled elsewhere and after a quick adjustment of tyre pressures they were ready and departed first. By approx 10.00 we had all arrived, briefing was complete, and we were ready to go.

Jim's Suzuki with young son at the wheel lead the way. The trip into the turn around area was uneventful. We had several stops on the way, to admire the view back over to Paraparaumu; (Geoff Turnbull was thanked for trimming back the foliage on an earlier working bee which made the view possible.), and to view the DOC Bomb site. Jim explained the work that was needed here to open up the track again. We also took a short cut which was like travelling through and evergreen tunnel. Once we had reached the end of the official road we stopped for a cuppa and a chat about the Tararua's and the logging that took place in the area by Odlins. The logging did not finish until the late 60's which for some of us did not seem that long ago.

After the cuppa we headed off over the tank traps and begun to wind our way down to the hut and the Southern Waioatauru River. It was on this part of the trip that the fun began.



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We received lots of advice on the best lines to take on the tighter corners and everything was OK until we reached "Phil Collins Corner ". The two Suzukis and the two Land Cruisers negotiated this obstacle without any problems. However the Nissan being that much wider had to have several goes at getting over the top and then at the top the outside rear wheel had the edge of the bank start to crumble underneath it, but because he kept going no harm was done. We did realise that on the way back this was going to be a problem for the Nissan. Last over was to tail end charlie Andrew Gee. Andrew took a fly at the climb hit a rock didn't make it and on rolling back got to close to the edge and managed to angle park across the track with no where to go. By this stage we had an audience of two local hunters watching our performances. After manhandling the back of Andrew's Suzuki around he negotiated the corner without further problem.

We all arrived safely at the Hut. After an explanation of improvements made to the hut we were off to the river flats via Avgas Bog for lunch. While having lunch the Tararua Club turned up on their way back from Snowy River (I think). With lunch completed we decide to push onto the Snowy River ourselves. It was on the track out of the river bed that Andrew struck again. Andrew took the wrong line through a boggy bit and had to be stropped out. We proceeded on until we reach an area call "Suzuki Flat" and decide that this part of the track was just not suitable for the Nissan and as it was after 2.00 turned around and headed back out.

It was on the way after the Hut but before "Phil Collins Corner " on a particularly narly climb that Geoff Turnbull in his Cruiser failed to make it and had to be stropped up. But while trying to get up on his own accord his battery decided that it had had enough and would not start the truck. With some tricky crash starting in reverse gear we got it going and he was able to assist with the tow. Things were OK until we reached an off camber climb and turn just before "Phil Collins Corner ".We were following the Nissan too closely and on trying to back up Geoff stalled and as it was too dangerous to try a crash start we had to jumper lead start with the aid of two sets of leads. It was about now that Jim decided that Geoff should write the trip report and he passed the buck to me. Geoff I think you have a new battery coming.

On reaching "Phil Collins Corner " it was out with the shovels and a trench was dug to provide a track close to the bank to keep the Nissan away form the edge. This worked fine. And so it was back to the turn around area for another quick cuppa and then we proceed out to the Akatarawa Road and the finish of the trip. Oh I forgot to mention that the Nissan Driver (I am sorry I cannot remember your name) had to at one stage get out a motorised axe (chain saw) to make room for the Nissan to get past a rocky outcrop.

Thanks Jim for a great trip and also thanks to my driver Geoff Turnbull for allowing me to sit in the suicide seat for the day. Where we went was no place for my long wheelbase Isuzu.

Robin Benton



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Trip Categories

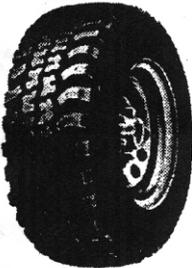
Family: Family trip for drivers new to 4WD. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary. An important objective is minimal challenge, minimal risk and no damage to vehicles. Not limited to novices anybody is welcome, especially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

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SAFETY MATTERS

1) 31ST August was the deadline date for getting your latest safety stickers but I know there is still quite a number of you yet to get your vehicle checked. To help out Dave Bowler has offered to put on 1 more evening to give those of you who find it hard to get it done during working hours. The night scheduled is:

**Mon 18th September 5pm to 8pm
at Bowler Motors, Porirua**

Please ring either Dave Bowler on 237-7251 (day time) or myself on 237-4000 (day time) to book in.

2) A new inspector to add to our list. Steve Lacey has been appointed by committee to be included on the clubs list of inspectors. Steve is based in Wainuiomata, specifically at Wainuiomata Motors in Moores Valley Road. He can be reached by phone during the day on 564-8823 or if necessary in the evenings on 564-8596. Please give him your support.

Labour Weekend Trip - 20, 21, 22 October 2000 (In association with Geyserland Four Wheel Drive Club)

The annual CCVC / Geyserland Four Wheel Drive Club trip is again planned for the upcoming Labour Weekend, which I think is the above dates. This time we are going to go to the Rotorua area and be taken to some of the Geyserland club's haunts - next year they will be invited to come and see some of our haunts. The plans are:

Saturday: Railway Run - a tour of the fire breaks of the forest behind Mt Tarawera. Sounds boring but it is a good run with plenty of challenges. Start time 8.00am.

Sunday; Whirinaki Forest Park (Minganui) - another full day driving through another forestry area but with large parts that have reverted back to native bush. Parts of the track are likely to be overgrown but chances of vehicle damage is minimal.

Monday: A quiet drive around the edge of Lake Rerewhakaaitu) followed by a quick tour to the top of Rainbow Mountain and finally some unusual routes down. Possibility here for a swim in thermal waters in a natural setting.

If there is sufficient interest, dinner on Saturday night could be arranged at the nearby Commercial Travellers Club. The food is good and reasonably priced, drinks similarly and I understand that they have a band on Saturday nights. We would need some idea of numbers but payment would be by individuals on the night.

Alternative for Saturday night could be a barbeque and swim at Waikite Valley Hot Pools. This is a great family setting 20 minutes from Rotorua



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The suggested accommodation facilities is the Rotorua Thermal Holiday Park (south end of Old Taupo Road, phone 07 346 3140, fax 07 346 1324) situated on the southern outskirts of Rotorua. The Park has a variety of accommodation available (tent sites, caravan sites, log cabins, tourist cabins, tourist flats and a lodge that sleeps 100) as well as free thermal pools, free heated pool, free gas bbq's, camp store, playground and games room.



It is not compulsory to stay at the suggested place - you can stay anywhere and just turn up for the trips if you wish. But the trip is a lot more friendly and social if everyone stays together.

Another point to note is that all tariffs will be for three nights as this is a long weekend, so we might as well plan on heading up Friday afternoon.

For more details please contact Alan Donaldson on 564 3045 (hm) or 025 448 089.

TEAMS CHALLENGE 2000

Unfortunately I am having to pull the plug on this event. I have had some things happen on a personal front that are creating some big demands on my time, thus making it difficult to put in the necessary preparation time for the event.

It will not be shelved forever, as I do hope to revisit the idea in the future.

I'm sorry if I have disappointed some of you.

Ross van Waas





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Jim's Journey - Odlin's Road, Club 4x4, 3 September 2000

Robin Benton was waiting at the summit of Akatarawa road in his Bighorn when I pulled up and I thought he was a bit keen bringing that on a club 4x4. Then eight assorted Suzukis and Land cruisers all came into the carpark at the same time. I didn't recognise anyone and they turned out to be the Tararua club doing the same trip as us. Robin was going to ride with Geoff Turnbull in his Landcruiser, Jeff and Gowan were also there in their mustard Landcruiser. He was happy he was using LPG while the rest of us had to put up with the constant fuel price rises.

Jim Johnson was the trip leader and he bought Shamus along as his chauffeur, Gerald and Susan were also in a Suzuki and Eric Dodds had his Patrol. We had a group of six vehicles and took off after the Tararua boys, 14 trucks and not a single Land rover. We had a quick trip through to Renata ridge and then headed through the tank traps on to Waitotauru hut. On the way we passed a Range Rover parked in the bush and later found the driver opening up a blocked culvert.

We got down to the famous "Phil Collins" corner and Eric was a bit worried about how wide his Patrol was. It didn't get any narrower but he got over without demolishing the track. I was so busy looking for a short bald pommy singer that I drove into the bank and bounced across the track to end up with the back stuck in the bank and a front wheel on the edge. I jumped out quickly but the Vitara stayed there alright. The Suzuki was recovered by getting people to lift and drag the rear around a bit to straighten it back up on the track. It worked so well that I may get handles attached to the back for future trips. Thanks to everyone who lifted.

We got down to the Hut and Jim told us about the amount of work that had been done on the place. They did well to get the wood burner and timber in, mainly on Eric Bon's roof rack and amazingly Jim towed a trailer down there. We had blast through Avgas bog but it didn't smell like avgas to me. Once we got through the bog and across the river we had lunch beside the Waitotauru river. While we were having lunch the only rain of the day fell, of course.

After lunch the Tararua club passed us heading back the other way and we headed to the Snowy river. We arrived at Five day slip, now labelled as Suzuki Way, I wonder if Stuart Barton and the Tararua boys know anything about it? Eric's Patrol was still as wide as it was in the morning and we had a look at the slip and at our watches and decided to turn around at 2.30 and start heading back.

The trip back was going smoothly until Geoff's battery started playing up. He became stuck and then couldn't restart the engine. Gerald turned his Suzuki around and drove back over the slip to give Geoff a jump-start after we found enough jumper cables to join together. The shovels came out at Phil Collin's corner and then we were back at the Akatarawa saddle at 5.30. Thanks Jim and Shamus.

Andrew Gee, K-16



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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:

FIRESTONE

Tyre	% Discount
Passenger	
Firehawk SZ50	30
Firehawk 960	45
Firehawk 570	50
Guardian 60/65	45
Budget	0

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
Grid II	35
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.

Marcus Steeneken

Ph. 569 7432 (hm) or Ph. 560 9553 (wk)
or 025 439 183
or marcus@mjs.co.nz



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Technical talk is often difficult to understand by people not initiated in the technical arts. Listed below are some terms that are used commonly by technicians, and a lay persons explanation of what they actually mean.

STUFFED. A description of an item of equipment indicating that it does not work quite as well as when it was new. This situation is not expected to change in the near future.

F***.** Terminally stuffed.

F* ME DEAD.** A technical expression meaning that after you have totally stripped an assembly you didn't really need to, you have read the manual to discover a major warning in bold type saying never to touch that part under any circumstances whatsoever, as it requires factory (overseas) realignment.

F* IT ALL.** An expression that follows the tinging sound of a miniature spring or circlip bouncing off something on the other side of the room. Unfortunately, you didn't see where it came from, where it went to, and have no idea what it looks like.

F*** BLOODY F***.** An expression used after 2 full days reassembling and mechanical aligning to find that an extremely fundamental part is still sitting under the workshop bench.

HOLY BLOODY SHIT. The expression used immediately after stripping the thread or hexagon off a small bolt and remembering that it had a left hand thread.

SHIT, F*, SHIT.** The technical expression denoting full understanding that the thing you have just dropped into the bowels of the machine is not only critically important to the machines operation, but is completely beyond retrieval.

SHIT, SHIT, SHIT. Something weighing 4000kg is sitting on my finger.

SHIT, SHIT, SHIT, SHIT. Something hot weighing 4000kg is sitting on my finger.

HOW THE F*?.** Often used to indicate that in your opinion the designers of the machine might have done something a bit differently

BLOODY F*.** Somebody will have to find a first aid kit.

HOLY F*** SHIT.** This is a 440 volt circuit, and I think I've forgotten to isolate it.

BUGGER BLOODY F*.** You see a severed 200 cable wiring harness and reach an immediate understanding of why the equipment rack required extra force to close it. NOTE: If the word 'Holy' is used in conjunction with this expression, it means that all 200 wires in the harness are the same colour.

F*** DAMN SHIT.** I have just picked up the wrong end of a soldering iron.

F*** BLOODY DAMN.** A general phrase indicating minor irritation.

HOLY BLOODY F*.** My tie is caught by something being driven by a 700 horsepower motor and I can't reach the power switch.

BUGGER, F*, DAM.** An indication of full acceptance that the final, binding quote given to the customer omitted the \$18000 parts content of the job



Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: **Scouts Fundraiser**

Venue: **Orongorongo**

Category: **Family Shiny**

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Trip Leader: Lynn Philip

Phone: 04-567 1960

Callsign: K5

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

Limited Numbers: No Yes

Trip Meeting Point

Catchpole Carpark, end of road, Rimutaka Forest Park

Meeting Time Date: Sun 17/9/2000 Time: 9:00 am

Drivers Briefing Date: Sun 17/9/2000 Time: 9:15 am

Trip Departure Date: Sun 17/9/2000 Time: 9:30 am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

End of Wainui Coast Road

Date: Sun 17/9/2000 Time: 5:00 pm approx

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

Food required for: 1 Days Food available at: Wainui

Drinks required for: 1 Days Drinks available at: Wainui

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 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 type="checkbox"/> | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> | <input 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: **Family Challenge**

Venue: **Long Gully**

Category: **Shiny 4X4**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Marcus Steeneken

Phone: 04 5697432

Callsign: K137

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Car park at Hawkins Hill wind Turbine

Meeting Time Date: Sun 17/9/2000 Time: 09:15

Drivers Briefing Date: Sun 17/9/2000 Time: 09:45

Trip Departure Date: Sun 17/9/2000 Time: 10:00

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Somewhere in Wellington

Date: Sun 17/9/2000 Time: 16:30

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

Food required for: 1 Days Food available at: NA

Drinks required for: 1 Days Drinks available at: NA

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 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 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 checked="" type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Steep ascents/descents |

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: **Total Challenge**

Venue: **24 Hour Track**

Category: **Hard Yakka**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Leon Zwetsloot

Phone: 04-528 3388

Callsign: K28

Bookings Required: No Yes ✓

Book with Trip Leader before: 15/9/2000

Limited Numbers: No Yes 8

Trip Meeting Point

Maungakotukutuku Gate

Meeting Time

Date: Sun 17/9/2000

Time: 9:00 am

Drivers Briefing

Date: Sun 17/9/2000

Time: 9:15 am

Trip Departure

Date: Sun 17/9/2000

Time: 9:30 am

Alternative Meeting Point

Date: _____

Time: _____

Expected Finishing Point

Maungakotukutuku Gate

Date: Sun 17/9/2000

Time: 5:00 pm or later

Fuel required for: 1 Kms / Days

Fuel available at: Paraparaumu

Food required for: 2 Days

Food available at: Paraparaumu

Drinks required for: 2 Days

Drinks available at: Paraparaumu

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

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

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
 Average drivers
 Experienced drivers

Dry Wet

* Pets:

- No
 Yes
 Only if kept in vehicle

Vehicle type:

- Any vehicle
 SWB only

Vehicle requirements:

- Tow hooks, front & rear
 Recovery stroop, 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 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 checked="" type="checkbox"/> | <input 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: **Winch Every Inch**

Venue: **Old Perhams Road** Category: **Club 4X4**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Leon Zwetsloot Phone: 04-528 3388 Callsign: K28

Bookings Required: No Yes ✓ Book with Trip Leader before: 15/9/2000

Limited Numbers: No Yes 10

Trip Meeting Point

Maungakotukutuku Gate

Meeting Time	Date: <u>Sun 17/9/2000</u>	Time: <u>9:30 am</u>
Drivers Briefing	Date: <u>Sun 17/9/2000</u>	Time: <u>9:45 am</u>
Trip Departure	Date: <u>Sun 17/9/2000</u>	Time: <u>10:00 am</u>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Maungakotukutuku Gate

Date: Sun 17/9/2000 Time: 5:00 pm approx

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

Food required for: 2 Days Food available at: Paraparaumu

Drinks required for: 2 Days Drinks available at: Paraparaumu

Land Access Fee: \$5.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

Possible vehicle damage expected on trip:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service
- On 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 checked="" type="checkbox"/> | <input 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: CLUB CHAMPS ROUND 1

VEHICLE CLUB
Wellington (inc)

Venue: JUDDS FARM **Category:** SPECIAL

Trip Leader: Ian Hendra **Phone:** 04-934 5195 **Callsign:** Nil
Dave Hilleard 04-527 8114 K101

Limited Numbers: No Yes - Book with leader before: _____

Trip Meeting Point

Opposite Brittens House removes State Highway 58

Date: SUN 1 OCT Time: 9.00

Drivers Briefing Date: SUN 1 OCT Time: 9.15

Trip Departure Date: SUN 1 OCT Time: 9.30

Alternative Meeting Point

NA

Date: _____ Time: _____

Expected Finishing Point

JUDDS FARM

Date: SUN 1 OCT Time: 4.30

Fuel required for: 50 Kms / Days **Fuel available at:** _____

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

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

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 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: NO DOGS NO DOGS THE FARMER HAS GOT NEW LAMBS. We will be banned
COME TEST YOUR ABILITY AND THE ABILITY OF YOUR TRUCK

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Training Module #3 plus Trip

Venue: Akatarawa Forest **Category:** Training

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

Totara park bridge

Meeting Time **Date:** Sun 8 October 2000 **Time:** 9:30 am

Drivers Briefing **Date:** Sun 8 October 2000 **Time:** 9:45 am

Trip Departure **Date:** Sun 8 October 2000 **Time:** 10:00am

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Totara park bridge

Date: Sun 8 October 2000 **Time:** 4:00 pm

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

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"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Notes: _____

Trip Database

From 1/9/2000 To 30/4/2001

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 03/09/00	1	Jim's Journey	Club 4X4	Odlin's Road	Jim Johnson	C		319
Mon 04/09/00	1	ARAC	Meetings			C		340
Tue 05/09/00	1	Land Access	Meetings	Purdie Residence	Grant Purdie	C		344
Sat 09/09/00	1	Orange Hut Work Party	ARAC	Orange Hut, Akatarawa Forest	Murray Dean	C	Only a small team needed, to line hut and build bunks.	339
Sun 10/09/00	1	Training Module 2 &	Training	Akatarawa Forest	Andy Cockroft	C		324
Wed 13/09/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		303
Sun 17/09/00	1	Scouts Fundraiser	Family-Shiny	Orongorongo Coast	Lynn Phillip	C	Fundraiser for the Scouts, also club Family Shiny trip. Helpers needed, contact Lynn on 567-1960 (res).	320
Sun 17/09/00	1	Family Challenge	Shiny 4X4	Long Gully	Marcus Steeneken	C		321
Mon 18/09/00	1	Vehicle Inspections	Special	Bowler Motors, Elsdon 5-8pm	Dave Bowler	C	Safety inspections for those who still need their club safety sticker. Books required.	364
Tue 19/09/00	1	North Island Challenge Committee Meeting	Not CCVC			C		348
Sat 23/09/00	2	Team Challenge 2000	Club 4X4	Akatarawa Forest	Ross van Waas	A	TRIP CANCELLED	297
Sun 24/09/00	1	Total Challenge	Hard Yakka	24 Hour Track, Akatarawa Forest	Leon Zwetsloot	C	Limited numbers, bookings required. Winch required.	362
Sun 24/09/00	1	Winch Every Inch	Club 4X4	Old Pernams Road, Akatarawa Forest	Steve O'Callaghan	C	Limited numbers, bookings required. Winch required.	363
Tue 26/09/00	1	Committee Meeting	Meetings	Hutt Car Club	Andy Cockroft	C		310
Sun 01/10/00	1	Club Champs Round 1	Club Champs	Judd's Farm, Haywards	Ian Hendra	C	Dave Hilleard assisting.	365
Tue 03/10/00	1	Land Access	Meetings	Purdie Residence	Grant Purdie	C		345

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 08/10/00	1	Training Module 3 &	Training	Akatarawa Forest	Andy Cockroft	C		325
Wed 11/10/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		304
Fri 13/10/00	3	Away Trip	Family Shiny	North Wairarapa, South Hawkes Bay	Andy Cockroft	C	Bookings required, get details when booking.	355
Sun 15/10/00	1	Can't Reveal Shiny 4X4	Shiny 4X4	Under negotiation	-tba-	T	Possibly includes a work party.	357
Sun 15/10/00	1	Can't Reveal Club 4X4	Club 4X4	Under negotiation	-tba-	T	Possibly includes a work party.	366
Tue 17/10/00	1	North Island Challenge Committee Meeting	Not CCVC			C		349
Sat 21/10/00	3	Combined Geyseland 4WD Trip	Shiny 4X4	-tba-	Alan Donaldson	T		328
Sat 21/10/00	3	Labour Weekend	All	Foxton Beach	N/A	C		315
Tue 24/10/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		311
Sun 29/10/00	1	-tba-	Shiny 4X4	-tba-	-tba-	T		358
Sat 04/11/00	1	Guy Fawkes Night Trip	Shiny Novice	-tba-	John Yruink	P		327
Sun 05/11/00	1	Training Module 4 &	Training	-tba-	Andy Cockroft	P		326
Tue 07/11/00	1	Land Access	Meetings	Purdie Residence	Grant Purdie	P		346
Wed 08/11/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		305
Sat 11/11/00	2	Bruce's Camp-Over	Club 4X4	Akatarawa Forest	Bruce Mulhare	C	Access to be confirmed.	354
Sat 18/11/00	1	Adults Xmas Party	Special	-tba-	John Yruink	P		329
Sun 19/11/00	1	-tba-	Shiny 4X4	-tba-	-tba-	T		360
Tue 21/11/00	1	North Island Challenge Committee Meeting	Not CCVC			C		350
Sat 25/11/00	2	Far West Fossick	Hard Yakka	Terawhiti Station	-tba-	T	To confirm Sat, Sun, or both.	356
Tue 28/11/00	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		312

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sat 02/12/00	1	-tba-	Family Shiny	-tba-	-tba-	T		367
Sun 03/12/00	1	Kids Xmas Party	Special	-tba-	John Vruink	P		330
Mon 04/12/00	1	ARAC	Meetings			P		341
Tue 05/12/00	1	Land Access	Meetings	Purdie Residence	Grant Purdie	P		347
Sun 10/12/00	1	Kids Xmas Party Rain-Off Date	Special	-tba-	John Vruink	P		333
Sun 10/12/00	1	Training Module 1 &	Training	-tba-	Andy Cockroft	P		322
Sun 10/12/00	1	-tba-	Shiny 4X4	-tba-	-tba-	T		368
Wed 13/12/00	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		306
Tue 19/12/00	1	North Island Challenge Committee Meeting	Not CCVC			C		351
Wed 27/12/00	7	Xmas - New Year Camp & Trips	All	-tba-	-tba-	T	Details being planned.	332
Mon 15/01/01	12	North Island Challenge	Not CCVC	Wellington to Auckland, Off-Road		C	Book through Alan Donaldson or Dave Jones.	336
Sat 27/01/01	6	Kauri Coast Northland Safari	Not CCVC	North Auckland		C		337
Tue 30/01/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		313
Sat 03/02/01	4	Motu Safari	Not CCVC	East Cape		C		338
Wed 14/02/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		314
Sat 24/02/01	1	Plunket Fundraiser	Special	Akatarawa Forest	Marcus Steeneken	T	Fundraiser for Plunket. Date to be finalised.	334
Mon 05/03/01	1	ARAC	Meetings			P		342
Sat 10/03/01	1	Deer Stalkers Fundraiser		Akatarawa Forest	Lynn Philip	T	Fundraiser for Deer Stalkers. Date to be finalised.	353



Bowler Motors Limited



(Incorporating Aluminium Welding Services)

Full Workshop Facilities:

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

Specialist Services

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

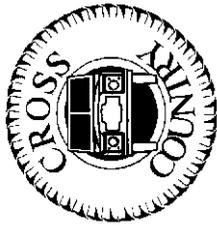
**Generous Discounts for Club Members
- Let us quote on your next job**

“No bullshit, just plain old fashioned Service”



**Pete Birkett
&
Dave Bowler**





VEHICLE CLUB
Wellington (inc)

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