



VEHICLE CLUB
Wellington (inc)



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August 2002

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

MAGAZINE CONTRIBUTIONS

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

SAFETY POLICY

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

Jim Johnson 04 938 9404 (home) or 021 389 404
Gavin Holden 04 478 4666 (hm) or 04 383 6554 (wk) or 025 249 1959
Mark Beckett 04 938 8789 (hm) or 025 287 7649

DISCLAIMER

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



Editorial Ramblings

Another month has gone and another has started - time certainly is flying by quickly! Had a drive around the Coromandel area a few weeks ago, between the rains of July and those of August. Certainly made things abit wet under wheels, just about needing 4WD on public roads made slushy with slips, etc.

Also had a wee play in the Woodhill Forest with two intrepid explorers from the NZ4WD magazine, one in a brand new Land Rover 90 and one in a Prado, who were plotting the course for the recently run Readers Trip. Now, not wanting to skite about Nissans and their capabilities, but I seem to recall both of these intrepid explorers on the far end of my stretchy strop!

Don't forget that Marcus is always after new ideas and organisers for club trips - he can assist in finding a leader, etc as well if needs be. Give him a call with your ideas.

Alan...



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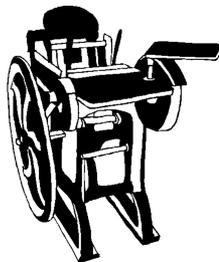
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Cover photo: *Picture shows the honourable editorial Nissan part way up the Maratoto Track on a North Island Challenge reece trip in 2000.*

Cross Country Chronicle

President's Piece - August 2002

Welcome to another issue of CCVC's monthly newsletter.

Firstly, thanks to everyone who contributed to making our July club night more fun than it has been for the previous few months. With our substantive issues soundly debated and decisions made, it's great to move on to what we're all here for - the four wheel driving and some fun while we're about it!

As a Committee we have thought up some more ideas to shorten the admin stuff and add interest to club nights - we'll try these out over the next few months and see how they work out.

This leads naturally to another favourite topic - the infamous members' feedback questionnaire. We've put this in our list of objectives for the year and we'd like to run it soon, as it's two years since the last one; we'll be putting it together over the next two or three months. This will be the opportunity for all members to let us know how well you think the Committee is/isn't running the club and, really importantly, to give us the feedback and new ideas that we need to run it better, to achieve what you want us to achieve for you.

Club Champs this month was well patronised and seems to have been a great success, thanks to Neil and his helpers for the wonderful effort they put in. And thanks to all of you who came along and made it the success it was! The super-winch added some extra interest to the day too - no doubt we'll be seeing more of it thanks to Wayne's efforts in bringing its maintenance up to date.

The annual subs invoice will be either included in this issue, or it will be sent to you shortly. Please have a look at the information on the back of it if you have any queries about the various types of membership. And please fill in any details on the front that might be missing or incorrect. Don't overlook your email address - we are using email more and more to get messages to members in a hurry in between newsletters, so don't miss out. Also don't forget to advise database@ccvc.org.nz if you change your email address. Once we have your email address on the membership database we can also automatically provide you with the details of our private members-only website, a source of information and resources for members.

Another reminder about trip planning - do get in touch with Marcus if you have ideas for trips or trip locations, or if you are a trip leader and could help us all out by running a trip for us. Remember that Marcus may not know who you are so won't know to contact you!

Here's to lots of off-roading...

Grant Purdie - Club President



Trip Categories

The Committee decided in May 2002 that the trip category definitions will be enforced, for safety reasons. The Committee also decided that any *additional* requirements for each trip as detailed on the Trip Information Sheet for the trip will be enforced. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. This will be shown in the details on the Trip Information Sheet. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply.

The updated trip category definitions are included towards the end of the Chronicle, with the trip information sheets and database listing.

FOR SALE

1977 Land Cruiser
4 seats
Good runner
4 wheel disc brakes and mud tyres
\$5500 with spares



Phone Ross - K56 - 06 3795640 after 6pm



Equipment Required

In accordance with club policy, 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 vehicle spacing on public roads to ensure that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.

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Safety Inspectors

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Ph. 04 902 9244

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

Robbie Bromley
Wellington 4WD Centre
421 Hutt Rd
Lower Hutt
Ph. 04 566 7504

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

Gary Young
VTNZ Upper Hutt
847 Fergusson Dr
Upper Hutt
Ph. 04 527 0501
or 025 686 7689

Steve Lacey
Wainuiomata Motors
Moores Valley Rd
Wainuiomata
Ph. 04 456 8823

Upcoming Events

Oct 12-13: NZ4WD Magazine Wellington Readers Trip. Two trips out of Wellington; join one or both. For details contact Mechelle on 09 478 4771, Fax 09 478 4779 or email subs@adrenalin.co.nz

Oct 13: Cookes Snatchmaster Extreme 4WD Enduro. Street legal and all-comers classes. Extreme 4WD Park, near Helensville. See www.extreme4wd.co.nz or contact Extreme 4WD Adventures 2002 NZ Ltd, PO Box 68, Beachlands, Auckland.

Oct 26-27: Offroad Racing Association of New Zealand championship finals. Enduro/short course, Auckland. Contact Ian Foster on 09 838 4791 or email ian@fostersigns.co.nz

Oct 27: King Toyota Deadwood 4x4 Trial. National 4WD series, first round, Aotea Block, Porirua. Valley 4WD Club. For details contact Peter on 04 235 5644.

Nov 1-4: New Zealand Winch Challenge. Venues near Auckland. Contact PO Box 6712 Wellesley St, Auckland or email nzwinchchallenge@nzfwda.org.nz

Nov 23-24: NZ4WDA National trials series. Contact Eastern Bays Twin Diff Club, Whakatane.

Dec 8: NZ4WDA National trials series. Contact Wairarapa 4WD Club.

Jan 25-30, 2003. Northland Kauri Coast Safari 2003. Third bi-annual rally around the greatest spots in Northland. Phone Nikoli on 09 439 8812 / 025 204 3575 or Mary-Ann on 09 439 6326 / 025 838 132.

Feb 6-9, 2003: East Cape 4WD Adventure. A major safari event is being organised. East Cape Adventure, PO Box 98 974, SAMC, Auckland 1701.

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

CCVC Akatarawa Family Shiny Day. 14/7/02

I feel honored to write the trip report on my first trip as a new full member. Please forgive any errors of location as I am not fully familiar with the terrain we accessed. I will do my best not to get you lost.

Ron Wadham was the trip leader. Twenty people in 11 cars braved the chilly and wet start to an eventful day. Under a misty sky we held the drivers briefing and we learned to expect some slippery conditions. This was ironic as the trip sheet specified "Any Tyres" and "Any vehicle".

We sauntered up into the forest for about 1 kilometer then encountered a fallen tree. The first of 3. Ron had to use his winch to clear the track. The next tree was about the same distance further on and a team of axes and hatchets were brought to bear on the peak of a fallen Radiata Pine. We cleared a passage with a gap of 100mm either side for access. All this time the track was firm and stable.

As we climbed to about 400m the track we were on seemed to be closing in on us. Bushes and scrub were rubbing our cars on both sides making it difficult to avoid potholes or any solid objects in our path. I likened it to watching elephants barging through the jungle. Again it was good to be on a firm track.

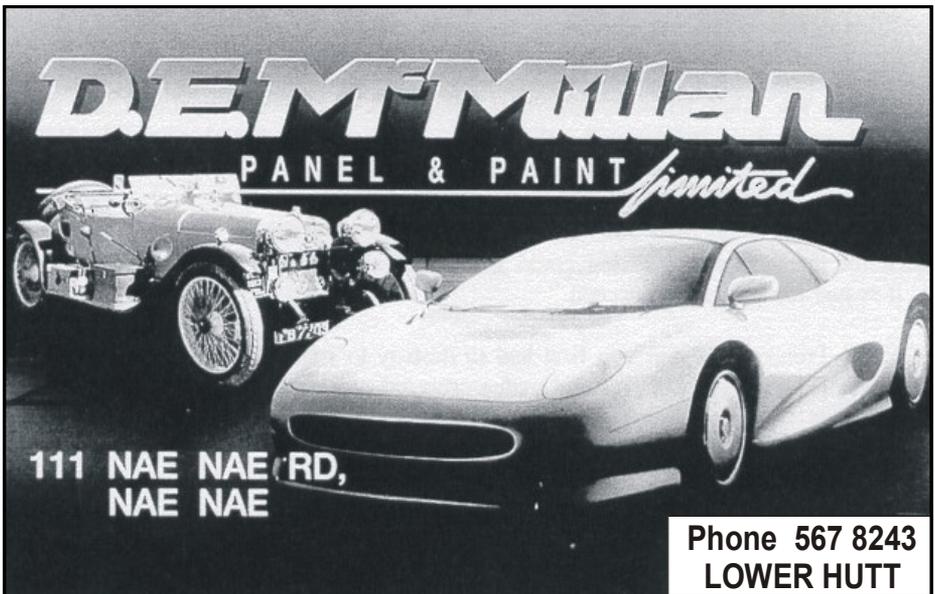
We kept climbing through a gate then arrived at a peak under an HT tower. The wind and temperature were perishing so we did not stay too long. From our lofty position the view might have been spectacular but it only looked bleak and uninteresting in the gale conditions. From here Ron said we were going to Wainui stream and return. I thought I had better disconnect my air intake on the Surf in case the river was high. This didn't take long and off we went.

Just beyond this tower was a short steep climb which some of the convoy tried. Those who did made it OK but with my A/T's I gave it a miss. Only Tail-end-Charlie had a second attempt before making it to the top. Then we started down the 1 kilometre zig-zag to Wainui stream. As we descended I contemplated the side slipping and crabby way my car was performing and I was doubtful of the return climb. Some sections of the descent were so greasy we had to accelerate to stay straight. At the bottom Ron made sure there was enough turning room for all the cars to reverse along the track so we could face the climb back up. The last car down was now at the front behind Ron. Probably a good position.

Experience proved useful and Ron went straight up. The next car had good mud tyres and he went straight up. With my A/T's I didn't. I lost torque about 1 third up in a greasy patch just beyond a sharp bend. The car behind was forced to stop. There was no way around me and no communication between vehicles so a small team of members gathered to assess the situation. We tried moving closer to the side where there was more gravel, no good, we tried reversing back to the bend, no good, we tried dropping the pressure to 18psi, no good. As a last resort we set up a human chain.

Using my snatch strap 4 members bravely pulled as I accelerated and grabbed traction. The four horsepower snatch worked and I kept driving at full revs all the way up. Spinning and sliding but with some degree of progress. Plenty of grunt is needed in these conditions. At the top I waited in the wind and sleet with the other two cars. In the meantime there was a prospective new member with his family in a car with Road Tyres back in the valley. It took about 40 minutes to get the convoy to the top. It was freezing and hail stones were intermittent throughout the ordeal. Everyone made it thanks to one member with a Diff-Lock. From the HT tower we headed down to the Orange Hut for lunch and a welcome long drop for the families and children.

After lunch we headed through some fast but passable river crossings and up to a ridge. Along Rimu Road and Clearey's Road we drove the Big Dipper



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before dropping back through the gate and down to Bulls Run Road.

This trip proved the need for every vehicle to be in good condition and to carry all their own equipment. There were only 3 cars with club radios and two with CB. More than half the convoy were unaware of what was the situation ahead or behind. It also showed the need for cars with mud tyres to be spaced between those with A/T's or roadies. Under these conditions anyway. Good lessons were learned.

Thanks Ron. Bernie McCosker.

PS: At the last meeting discussion hovered around club trip communication. We needed to let the leader know the state of progress (or lack of it) on the hill from Wainui stream. Then when to tell the next car to start going etc. On this bleak wet day communication might have been better. I doubt if UHF CB would have been any better because of the hill between the leader and the pack. HF CB was OK between those who had it. Not enough people had club radios to make it useful. In my experience HF CB has always been reliable over considerable distance and with good penetrating power. This is cheap enough and can be used anywhere in NZ among all clubs.

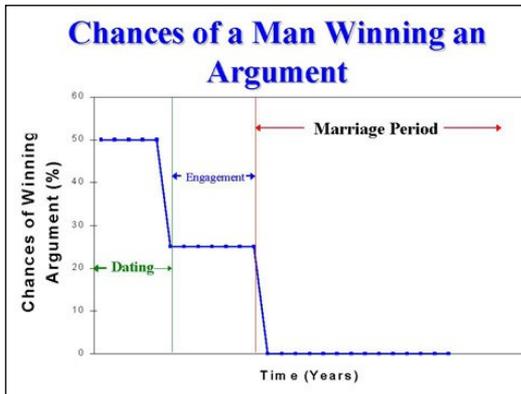


Photo Gallery and Video Clips

Have you got that moment of action, stupidity, achievement, damage on film, mpg or video? If its short, to the point and you reckon everyone would enjoy it, get it to Paul Adams at least a week before club night and if there's enough material we will run a picture /video session on club night. *You never know it may even get posted to the Web!*

For Sale

1999 Nissan Patrol GU

95,000 Km, LWB, 7 Seater. This is the latest Model. 4.2 Diesel Turbo. Heaps of extras including;

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I'm going overseas, or I'd keep it. \$55,000.00 ono
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Why Condoms Come in Boxes of 3, 6 & 12

A man walks into a drug store with his 13 years old son. They happen to walk by the condom display, and the boy asks, "What are these, Dad?" To which the man matter of factly replies, "Those are called condoms, son... Men use them to have safe sex."

"Oh I see," replied the boys pensively. "Yes, I've heard of that in health class at school."

He looks over the display and picks up a package of 3 and asks, "Why are there 3 in this package?"

The Dad replies, "Those are for high school boys. One for Friday, one for Saturday, and one for Sunday." "Cool!" says the boy. He notices a 6 pack and asks, "Then who are these for?"

"Those are for college boys." the dad answers, "TWO for Friday, TWO for Saturday, and TWO for Sunday." "WOW!" exclaimed the boy, "then who uses THESE?" he asks, picking up a 12 pack.

With a sigh, the Dad replied, "Those are for married men. One for January, one for February, one for March....."

Cross Country Chronicle

Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members. A more detailed list will follow, but the companies include:

Firestone	New tyres
Cookes	Strops, ropes and recovery equipment
NZ Car Parts	Second hand car parts
Wellington 4WD Centre	4WD parts and service
BNT	Filters, vehicle parts and accessories
TWL	Vehicle parts and accessories
Pipeline Supplies	Pipe & fittings (for rollcage, etc)
Twiggs	Products
Motex Auto Parts	Second Hand Car Parts
King Toyota	Trade prices on parts & accessories
Diesel & Turbo	Products and Services

Please show your membership card to obtain all discounts.

Club Member Trades, Services and Supplies

Clare Decorators Ltd - House painting (interior / exterior), wall-papering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

If you'd like to include your business on our list please contact the editor on 564 3045 or (preferably) email newsletter@ccvc.org.nz

Why do Men continue to try out the dominant Women!!

Silence

A man and his wife were having some problems at home and were giving each other the silent treatment. The next week, the man realized that he would need his wife to wake him at 5:00 AM for an early morning business flight to Chicago. Not wanting to be the first to break the silence (AND LOSE), he wrote on a piece of paper, "Please wake me at 5:00 AM." The next morning the man woke up, only to discover it was 9:00 AM and that he had missed his flight. Furious, he was about to go and see why his wife hadn't woken him when he noticed a piece of paper by the bed.

The paper said, "It is 5:00 AM. Wake up."

(MEN JUST AREN'T EQUIPPED FOR THESE SORTS OF CONTESTS!)

Cross Country Chronicle



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902	Black Collared Polo Shirt - Beige								41.20	
903	Explorer Jacket Black/Brown sleeves								157.50	
904	Vest Moss								60.00	
905	Polar Fleece - Black - Blue - Green								65.25	
907	Cap Black/Brown Peak								19.75	
908	Cap Linen/Black peak								19.75	
908	Beanie Black								15.00	
343	Brown, Lined Oil Skin Vest								80.00	Refer Paul Adams
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More Than Just the Club Champs

There were many winners at the 2001 Club Champs, especially those who set out to improve their driving skills. Newer members of the Club had an opportunity to win for themselves at the Club Champs.

Where else can a 4WD driver gain so much experience in one day? On an average shiny outing there would be maybe four challenging situations. On Round 4 of the Club Champs, there were at least 4 obstacles in each of the 9 challenges. You walk the challenge first, watch some more experienced members of your group have a go. Study their line and speed, how they line up the steeper slopes and wet bottoms. And if you don't make it there is immediate help in getting out again. There may be a challenge where you just want to watch others – that's fine, and is always the driver's choice.

How do we improve our driving skills? The difference between a skilled driver and a newcomer to the sport is that, the newcomer thinks about each move in getting through an obstacle. A skilled driver reacts automatically to most situations. This automatic response is gained by practice and so developing conditioned responses to a driving situation. Practice, practice, practice in as short a time frame as possible. The Club Champs provide an opportunity to do just that.

In a secure environment amongst a good spirited and supportive group, there is the opportunity to develop the skills that make 4WD driving a more enjoyable sport and recreational pastime as well as (should you wish) take on Club 4x4 and Hard Yakka trips.

There are two halves to the game - you and your vehicle. It is important to learn about your vehicle's capabilities in a wide variety of situations. That this can be done on one day at the Club Champs is an opportunity not to be missed. There is also the opportunity to develop your driving skills that will allow you to realise on your vehicles potential capabilities. It is the combination of vehicle and driver that makes for a skilled performance.

So, this year come out to the Club Champs with the purpose of improving your driving skills and so enhance your enjoyment of 4W Driving for pleasure, exploring the beauty of our New Zealand landscape and meeting the challenges of taking your vehicle "off road".

Many thanks to Neil Blackie and his team of helpers. Come and have a go!!

Wally Simmers

Here is a trip report that I found in my email box—not sure whether it has been published or not though!

Trip Report, Twenty Four hour track with Leon **Sunday Sept 23.**

Seven vehicles set out from Mangaotuku gate and quickly were at the start of that wonderful 24 hr track. Now the writer has done this one twice before from top to bottom. The first time was in the old blue Landcruiser, and the second time was in the Safari with the mark one version of the repower, which turned out to be not such a successful trip. I was therefore hopeful but somewhat apprehensive, that the mark two repower would at last justify the huge expense (at least to Jillie anyway) of the rebuilt, reformed and injected motor now sitting bright and shiny under the bonnet of the Safari. Probably Leon, Eric, Bruce, and Guy, were wondering the same thing and Ross as well, who had kindly offered to be winch man in the absence this morning of Jillie.

We offered to go lead vehicle because Trip Leader Leon had no Landrover that would run at present. (quicker to walk the 24 hr track anyway) Eric in his “fast proving very capable” Nissan Safari diesel was second in line then Guy in that great Suzuki with 35 in. tyres, a couple of Wairarapa Club members, and then John “pedal to the metal” and Bruce “R Giday”.

Well 1.5 hrs later we had blasted our way through to the lunch stop at the top of the “Widow Maker” and only 11.30, not bad lets take it easy. The next bit is the toughest though and after a good lunch off again and the writer is starting to get some confidence in his latest toy. Man does that injected 6.3 litre Chevy pack some power, into a bog, stuck (sometimes), reverse, into a higher gear and drop the clutch and man does it sing. It can pull higher gears then I imagined.

The Wairarapa Landcruiser flatdeck was getting its tray tail caught up a bit on the banks and he needed some help, but he was doing well, it was a fairly new vehicle, but the electric winch did die eventually as they can do, however I must digress here a minute and sing the praises of the big shaft driven winch on the



How would Kiwi motorists cope with this??? Turn page for another view.

other Wairarapa vehicle. Not only was it powerful but it carried a huge length of cable. Woman drivers, she was just showing off I reckon.

John's red 60 series cruiser started getting a bit wet in the electrical bits and near the end in a big bog where someone always manages to get a dead vehicle, it totally turned off everything. Bruce hitched up R'Giday and pulled him out (reckons he's pulled my Safari dead out of the same bog some time past but I can't remember.) Anyway John's motor crash started when it dried out a bit, but the winch never restarted. Must say I was surprised to see that some battery sales place had sold him such a small battery for a vehicle to be used with an electric winch! You just can't beat going to those 4WD people for such things. They have more knowledge of the extremes we encounter.

Must say at this point about winches, the 24 volt one seems to be far superior to the 12 volt one, and the right batteries are worth the double expense.

We were home early and washed the Safari in the sunshine even. You know that 24 hr track just ain't that bad with the right gear and next time I'm going up the 24 hr track, who's comin'? The writers next trip will be just that. Eric would put his hand up for it so two Safari's already. Give us a date please Grant "trip coordinator". Thanks to Leon for the Management of the day.

A bit of a side issue, but talk about after sales service. The "mark two" Safari V8 installation has had its technical problems with different voltages, fuel injection misinformation, getting the 383 ci motor to run on a 350 ci EFI system, and getting the right clutch configuration, have all lead to some head scratching. Carl from Wellington 4WD Centre did the installation. He appeared on his Motor Bike whilst I was washing the 24 hr track mud off, because he could not wait to find out that it was all a success.

Roger Seymour



Want another view? See next page.

NEW MEMBERS

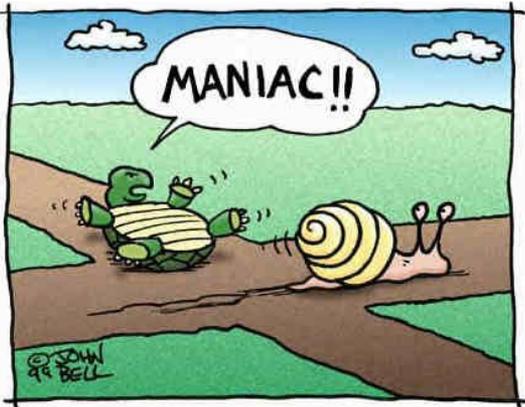
The following people, subject to trip sheet and safety checks will be welcomed to the Cross Country Vehicle Club (Wellington) Inc this month as new members:



Graham Balderston- Suzuki Vitara
Rick Proctor- Range Rover



SINGLE WOMEN CAN'T FART
They don't have an asshole
until they're married



Whaddoyareckon???

FOR SALE

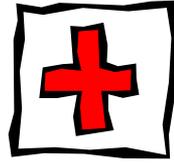
FJ40 Landcruiser parts

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All excellent condition.

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Don't forget that the club has four comprehensive first aid kits that are available for trip leaders to carry on any trips they lead.

They are a backup emergency kit that is supplementary to those kits carried by individual trip members.

Contact Wayne (025 467 935) to arrange collec-

Melissa Osborne is now a registered tupperware dealer. "I am trying to make my business successful so I can support Pedro's 4WD habit. If you would like a free catalogue sent to you or a free demonstration in your home please contact me on 235 5644 or you can email me on posborne@xtra.co.nz I can also take orders this way. Thanks for your support"

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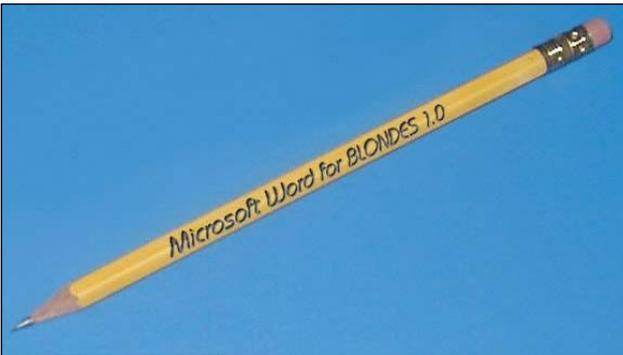
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NEW & USED PARTS

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A dad walks into a market with his young son. The kid is holding a quarter. Suddenly, the boy starts choking, going blue in the face. The dad realizes the boy has swallowed the quarter and starts panicking, shouting for help.

A well dressed, attractive, but serious looking woman in a blue business suit is sitting at a coffee bar in the market reading her newspaper and sipping a cup of coffee. At the sound of the commotion, she looks up, puts her coffee cup down on the saucer, neatly folds the newspaper and places it on the counter, gets up from her seat and makes her way, unhurried, across the market.

Reaching the boy, the woman carefully takes hold of the boy's testicles and starts to squeeze, gently at first and then ever more firmly. After a few seconds the boy convulses violently and coughs up the quarter, which the woman deftly catches in her free hand. Releasing the boy, the woman hands the coin to the father and walks back to her seat in the coffee bar without saying a word.



As soon as he is sure that his son has suffered no lasting ill effects, the father rushes over to the woman and starts thanking her saying, "I've never seen anybody do anything like that before, it was fantastic. Are you a doctor?"

"No," the woman replies, "a Divorce Attorney."

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(The following is an article from the Internet that I found interesting and thought others may do so also - Ed)

Driving With Lockers

Although both my D-90 and my Range Rover have lockers, I want those that I am training to understand how to drive without using, or actually getting used to, lockers. Granted ARB lockers are great; switch them on whenever you need them and the rest of the time they are off! I have always taught that it's best to learn how to negotiate the terrain without lockers so you get the finesse of 4-wheeling down.

Understand the dynamics of the vehicle and its handling characteristics on- and off-highway, then start to add the goodies. Yes, I own Air Lockers now but I cut my teeth on posi-traction and Detroit Lockers. Try driving Detroit's front and rear with 35's and no power steering! While you negotiate

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rough terrain, the suspension and your "line" will not always allow you to have smooth contact with the ground. At some point, the tire will catch air or lose full proximity with the ground, causing the tire to spin. Remember Murphy's Law, the tire with the least amount of traction gets the most amount of power. You will hit moguls, come off rock ledges with two tires and attempt hills with very loose soil. This is where lockers really come in handy.



Once you've purchased a set of lockers and had them installed, here is a short course on how and when to use them. Whether you have air, electric or mechanical lockers, limited slip, posi-traction or whatever, the techniques are generally the same.

First: Be careful on side angled (off-camber) hill sides; i.e., the vehicle is travelling on a side slope. If it is mucky, icy, snowy or any other type of slippery-slidey side slopey slope, use open diff, if possible. Lockers will tend to "walk" you sideways down slope. This is because both wheels are rotating at the same speed. If one wheel is "static" and the other is rotating, the static one will act as an anchor or stabilizer that will keep the rig from slipping sideways. When on these side slopes, let the vehicle idle across, giving the tires a chance to dig in and get the best traction.

Second: When going up hills or any incline, aim straight up. The weight shift to the rear will give you added traction so the locker in the rear is advantageous. **WATCH OUT** for the front end, though! The tires will have a tendency to catch ledges and occasionally loose soil and "walk" the front end around either left or right, causing the rig to get sideways on a hill. Then if you PANIC, give it gas, and don't come out of lock, you could roll over. I usually get lined up for the ascent, approach cautiously, engage the rear locker and start the climb. Depending on the terrain, rock ledges, sand, loose granite, mud, etc., I will then engage the front locker once I feel control of the steering and front end traction have been attained (gut feeling!). About halfway up the incline, I'll engage the front locker. If you don't have air lockers, be careful of the front end walking! No matter how hard you try to steer, with the front end being light due to gravity pushing on the rear, you **MUST** modulate the throttle carefully. Remember, minimal tire spin. Soft tires (low pressure) helps here.



Third: When going downhill, be careful that the rear end does not swing around and meet you in front! I like using both front and rear when going

down hill. It allows all tires to have traction, resisting the "breakaway" feeling. Engine braking is very important here and having all four tires helping makes a big difference. Sometimes when in open-diff rigs going downhill, the two tires (1 front, 1 rear) that are holding the rig back, hit loose soil or get air, allowing the rig to "lurch" forward--I call this the "lurch effect"--and it'll scare the heck out of you. Sometimes light pressure on the brake pedal will work, but I don't like using the brakes on the trail unless absolutely needed. Using engine compression with lockers is most advantageous 'cause all 4 tires are adding traction and resistance.

Fourth: Steering is hard to do especially on hard surfaces like slick-rock, granite faces and boulder outcrops. When you are on a "bind" (no not binge!), the lockers will hinder your turn. You need to disengage the front end (ARB) and "bump" the throttle to allow slack in the gears to disengage the lockers. With mechanical, you need to play the throttle softly to allow the turn. Sometimes when I come out of an obstacle, the rear end will "steer" me straight even if the front is unlocked. So, if I can I will disengage (ARB) the rear as well. The Detroit's will clank and bang, the Lock-Right will click and clack, but it's the best you can do. When I did have mechanical lockers, I would run the front end unlocked, the hubs free, in 4WD low using only the rear end and the mechanical locker in the rear. Then when I needed to "get to it," I would lock the hubs in! In mud and soft dirt/sand, the rear locker will steer you straight, even though you are turning the front tires! Again, throttle steer using some of the finesse at the foot. Let the tires slow down, then blip the throttle to "pull" the front end around.



Note: Air lockers can be engaged anytime they're needed. Just don't be spinning the tires. Engage them moving or not; disengage them anytime, but you need a moment of slack to make sure they unlock. Having lockers means you need to pay more attention to the vehicle and its handling characteristics. Add big tires aired down to 12 psi and it takes some finesse to make turns and keep the vehicle aligned. Driven responsibly, lockers are a great help. They actually reduce environmental abuse due to all four tires helping, not just two spinning.



World Cup Final

A man had great tickets for the World Cup Final. As he sits down, another man comes down and asks if anyone is sitting in the seat next to him. "No," he says. "The seat is empty."

"This is incredible!" said the man. "Who in their right mind would have a seat like this for the World Cup Final, the biggest sporting event, and not use it?" He says, "Well, actually, the seat belongs to me. My wife was supposed to come with me, but she passed away. This is the first World Cup Final we haven't been to together since we got married."

"Oh ... I'm sorry to hear that. That's terrible. But couldn't you find someone else, a friend or relative, or even a neighbour to take the seat?"

The man shakes his head. "No. They're all at the funeral."



Invitation to members of other clubs:

Members of recognised 4WD clubs are welcome to attend CCVC trips. On presentation of your membership card you will receive the same privileges as CCVC members.

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Committee Meeting Highlights

- Nelson Club producing songbook - asked if CCVC wished to be involved. Investigating costs.
- Encourage Club members and Trip Leaders to come forward with trip suggestions - it's not the Trip Coordinators job to do this single-handed.
- Looking at ideas to keep Club meeting enjoyable and focussed on 4wding rather than formal business. Will try some ideas out in coming meetings.
- Club to purchase a few St Johns First Aid kits for sale to new members as a trial with the idea of getting consistency in members kits and reducing cost to new members.
- Finance - all going according to plan.
- Trip Co-Ordinator job is to schedule trips, not schedule and organise. Notice to be placed in newsletter to this effect.
- Competition - Club Champs Round One was a great success and ideas of venues for round two wanted.
- Old trailer to go into Trade and Exchange as no interest received from club members tender.
- Change to meeting format to be suggested for next club night.

Subscription Reminder

All members - this is your 3rd reminder that club subscriptions are now due and must be paid in full by the end of August 2002.

Sven and Ole worked together and both were laid off so they went to the unemployment office. Asked his occupation, Ole said, "Panty stitcher, I sew the elastic onto cotton panties." The clerk looked up panty stitcher. Finding it to be unskilled labour, she gave him \$300 a week unemployment pay. Sven was asked his occupation, "Diesel fitter," he replied. Since diesel fitter was a skilled job, the clerk gave Sven \$600 a week unemployment pay. When Ole found out he was furious. He stormed back into the office to find out why his friend and co-worker was collecting double his pay. The clerk explained that 'panty stitcher' was unskilled, where as 'diesel fitter' was a skilled labour.

"WHAT SKILL?!" yelled Ole, I sew the elastic onto the panties then Sven puts them over his head and says, "Yah! these'll fitt 'er"



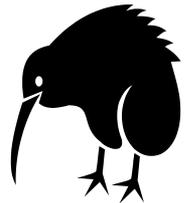
The winner of the Gumboot award for this month is Robbie from the Wellington 4WD Centre for running tubeless tyres at 6psi and popping one off the rim at Rallywoods!

The winner of the Orange Roughy award for this month is Ben - flat tyre after spectacular attempt at scaling a step and then demonstrating Landcruiser chassis flex with the Toyota on the jack and the rear door seriously out of alignment. Pureora trip.



The winner of the BSA award for this month is Ross van Waas. Foxton Beach Coast Care Committee member passenger Marie related how she was congratulated by Ross for choosing the best vehicle with the best driver and the best for a trip through the dunes. Marie's mother quipped "Did you tell him that if bullshit were cabbages, he'd be a market gardener!" Ross is now known as Market Gardener or MG for short.

The winners of the Golden Kiwi's for this month are Grant P & Andy C for work at Foxton, Robbie for towing Peter Jenkins home, and Grant P for towing Ross v W home from Foxton via the Wairarapa to avoid traffic delays at Waikanae.



Vehicle Inspections

Just a reminder that you can start getting those vehicle checks done by any of those friendly vehicle inspectors listed in this mag.

Wayne Jansen - Safety Officer





CCVC Tyre Discounts



For those of us in the market for one or a set of tyres, Marcus has arranged a great discount for club members. The discount covers both Firestone and Bridgestone tyre brands.

For further details, contact Marcus on (04) 565 1707 (Hm) or 021 439 183.

If you are looking for something to keep you entertained for a few hours, the video tape of the Kumho Tyres Tuff Truck Winch Challenge, held in the Bay of Plenty recently, is now available for \$29.95 incl GST and postage. Contact Redline Videos Ltd, PO Box 148, Kawerau for more details or orders.

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Fire Extinguishers

A reminder from our Safety Officer that the Club's fire extinguisher specification has a minimum size required of 0.9 kg dry powder or 1 litre foam.



And also, members should have their fire extinguishers checked yearly, and Wormalds in Cuba St Petone will do this service free of charge.

Cross Country Chronicle



Welfare Report

Well the last month has flown past, and while some of us have been holidaying in exotic places like Fiji (no names mentioned) the best some of us could do, was Invercargill. Why anyone would want to live there is beyond me, I'm a big city girl at heart (comes from loving to shop) and unfortunately Invercargill doesn't do it for me. Where are the hills and beautiful harbour? Having said that, time spent with family I hadn't seen for 3 yrs was great.

I'd left the secretary a short list (only 4 items) to do while I was away, you guessed it girls, one got 1/2 done, one shifted from one room to another, one had an excuse found as to why it couldn't be done, and the other wasn't touched at all.

So much for lists, they work for me at least.

NEWS

No news to report this month, or is it because no-one's told me about any to pass on. They say no news is good news, so I take it that means no one has been in hospital, got married, had a baby, been ill etc etc.

Please remember this is your way of informing the club through me of any one that could need a card sent to know they are not alone at this time. A thank you goes to those that have kept me/us informed so far.

Have a terrific month
Barbara Blackie (Z RED 1)
K215

PS

Speaking of Radio's, while I know it's a fact that men only speak 10,000 words a day to our 20,000 (I personally think it's because we have to repeat every thing twice cause they don't listen). I've now had my Radio switched on for 3 weeks, and have not heard one word on it Mon-Fri. So I guess they must be saving their 10,000 words to whisper sweet nothings in our ears, when they are home???

PPS Thought for the Month -

Fortune is a prize to be won.
Adventure is the road to it.
Chance is what may lurk in the shadows of the roadside.
- O Henry



Kids Colouring Kompetition



Here's a task for all the kids out there: get a parent or friend to copy this page then colour in the picture and send it to the Editor by the end of Aug - I will get an impartial judge to find the best one and award a prize. Send me a joke on the back and I'll publish them too!

Name: _____

Age: _____



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Insert Trip Information Sheet here



Trip Categories (01/06/02)

Family Shiny:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, preferably from the driver training provided by the club.

Particularly important are experience in stropping, failed hill climbs, steep descents and sidlings.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. All open or soft-top vehicles must have a roll bar or roll cage.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks. All open or soft-top vehicles must have a roll bar or roll cage.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

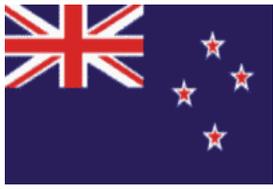
Drivers: Experienced drivers only.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. All open or soft-top vehicles must have a roll bar or roll cage. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet.

Insert Trip Database here

Insert Trip Database here



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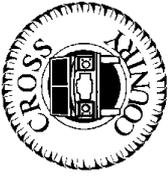
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