



EDITORIAL RAMBLINGS

Another month been and gone and another issue of the Chronicle just about off to the printers. This is usually the last bit I write so better put my thinking cap on and think of something to fill the gap.

Went off on one of the fundraising trips mentioned in the Upcoming Events column last weekend at Rangiwahia (hands up who knows where Rangiwahia is!). Nice easy tiki tour around the countryside between Taihape and the Ruahine Ranges along with a BBQ thrown in at lunch time, Not the best weather for these type of trips but still attracted approx 60 participants. Congratulations and thanks to the organisers and the Manawatu 4WD Club for a great day. Another trip coming up on the 23rd onto army land at Waiouru - get in quick if you are interested as I have heard that this trip is nearly fully booked.

Alan...



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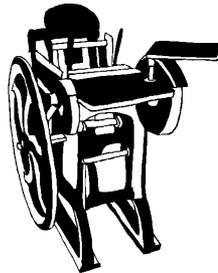
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Cover photo: *Unsure of where exactly or when, but picture shows a Toyota being pushed on the end of a strop through a river in the Akatarawas.*

Cross Country Chronicle

President's Piece

Well, I only have myself to blame. Simply because I didn't write a President's Piece last month, the Editor and Publisher between them decided to put some scurrilous remarks together from a few rather dubious articles they found on the Internet – I ask you Really!!

In any event, this is the last newsletter of the season, so it's appropriate to extend the usual thanks to everyone who in any small way has helped make the Club run better, and indeed help make the Club what it is today.

My outgoing President's report will provide more detail, but I prefer not to start mentioning names, not that I don't want to publicly thank these people, but simply that I am so afraid of missing someone out. I'd hate to do that, so I take the easy way out and simply thank everyone on behalf of the whole Club for all their marvelous work over the last year.

As always, we will be looking for new Members to join us on Committee, but I'm pleased to be able to say that only a few Committee Members intend to stand down, the remainder are more than willing to continue – that is if you choose to retain them in office!

Nomination forms for all Committee positions should be in this issue, if not, they were published in last month's. If you want to nominate someone, please ask them first, and get them to sign the nomination form. Last year's AGM took a lot longer than was necessary, simply because we received a nomination form full of names, but no-one had asked the nominees.

This year, the Secretary will not be accepting any nomination forms where there is no signature from the nominee. Please help us make things run smoothly by following this simple piece of advice.

Since most jobs will have a "resident", there's not a great deal of danger that anyone will be railroaded, or shoe-horned into something they don't want to do, so there's no excuse not to attend the AGM now is there!

Anyhow it's been such a terrific year, the Club continues to go from strength to strength, that we can all be truly proud of our achievements. Again, that will all come out at the AGM, and I look forward to catching up with you all there.

Andy

EQUIPMENT REQUIREMENTS.

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



VEHICLE CLUB
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 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 news letter from time to time if you participate in Club trips.

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.



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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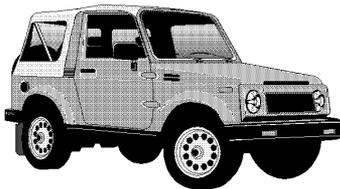


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Upcoming Events

March 15-17: Kawhia Safari. Beach, bush & back country. Suitable for all vehicles with dual range, family oriented. \$120 per vehicle. Contact Dave Saunders on 07 871 7200, fax 07 871 8303 or email dslas@xtra.co.nz

March 16: NZ4WDA National Trials Round 4, Ohakune in conjunction with Northern / Central zones trial. Contact NZ4WDA for details.

March 21-24: Largest gathering of Land Rovers the greatest distance from their birthplace in the world, Glenorchy. Contact Dick Watson 03 441 1321, e-mail: mountainlandrovers@xtra.co.nz

March 23: Waiouru Desert Army Land. Taihape Rotary fundraiser. See Maowhango dam, wild horses, etc. BBQ tea, road and track driving with rougher options. \$80 per vehicle incl 2 people, \$15 / \$10 per additional adult / child. Ph any of the following 06 388 1201, 388 1527, 388 0194, 388 1432 or fax 06 388 1710, 388 1527.

March 31: NZ4WDA National Trials Finals, Taupo 4WD Club. Contact club for details.

April 7: NZ4WD Show, Auckland Polo Club, Clevedon. Contact Sam Parker on 09 478 4771, email sam@adrenalin.co.nz

April 20: NZ4WD Magazine Christchurch Readers Trip. For details contact Sam Parker on 09 478 4771, Fax 09 478 4779 or email sam@adrenalin.co.nz

April 21: South Island 4WD Show, Christchurch A&P Showgrounds. Organised by the Lions Club of Waimairi with event managers Patricia Thornton & Associates on 03 352 5494.

April 25-28: Tough-Tough. Challenging driving from the Coast to Coast organisers. Contact Frederick Cassin 03 547 7706 or email on c2c4x4@jhug.co.nz.

April 26-28: Rotorua Lakes Safari. Geysersland 4WD Club schools find raiser taking in nine lakes, five farms, six forests with two nights camping. \$150 per vehicle. For info contact carterne@zfree.co.nz or Rotorua Lakes Safari, c/- PO Box 2085, Rotorua or geysersland4wd.co.nz or John and Moira on 07 350 1428.

May 25-27: Rural and Outdoors. Greymouth to Kaikoura with challenging but not overly difficult driving, featuring early snow in the high country; from the Coast to Coast organisers. Contact Frederick Cassin 03 547 7706 or email on c2c4x4@jhug.co.nz

July 7: NZ4WD Magazine Auckland Readers Trip. For details contact Mechelle on 09 478 4771, Fax 09 478 4779 or email subs@adrenalin.co.nz

Sept 14-15: NZ4WD Magazine Wellington Readers Trip. For details contact Mechelle on 09 478 4771, Fax 09 478 4779 or email subs@adrenalin.co.nz

Oct 26 - Nov 5: Rainforest Challenge in Malaysia. Team event designed to test a teams ability to overcome various adventure-type obstacles.

Nov 9-10: NZ4WD Magazine central North Island Readers Trip. For details contact Mechelle on 09 478 4771, Fax 09 478 4779 or email subs@adrenalin.co.nz

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

SAFETY CHECKS

Our club vehicle safety inspectors are:

Dayal Landy
Gold Coast Mechanical
2 Epiha St.
Paraparaumu
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 Road
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 Drive
Upper Hutt
Ph. (04) 527 0501
or 025 686 7689

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

Giving 103%

We have all been to those meetings where someone wants over 100%! How about achieving 103%?

Here's a little maths that might prove helpful in the future:

What makes life 100%?

IF A B C D E F G H I J K L M N O P
Q R S T U V W X Y Z

can be represented as

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
16 17 18 19 20 21 22 23 24 25 26

then

H A R D W O R K = 8 1 18 4 23 15
18 11 = 98 % and

K N O W L E D G E = 11 14 15 23
12 5 4 7 5 = 96 % and

A T T I T U D E = 1 20 20 9 20 21
4 5 = 100 %

However, B U L L S H I T = 2 21 12
12 19 8 9 20 = 103%

It stands to reason then that hard work and knowledge will get you close, but attitude and bull-shit will put you over the top!

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SPOTTING (or guiding vehicles through obstacles).



Here's the scene: The most difficult part of the route was now being negotiated. All four tires were wet and churning, the front axle started pulling the Jeep to the left, sliding slowly down into a monolith of granite. There was a crunching sound followed by a slow screeching of sheet metal. "A little more to the right!" yelled an onlooker. Four other people were also yelling at the hapless driver, cajoling him in an overlapping cacophony of shouted directions. "Doesn't look good over here", "Oh no, that beautiful paint job!"; and, "too fast". "Maybe a little lower tire pressure", yells another. The frustrated Jeeper, who had just sustained some major front fender re-adjusting, turned off the key and threw down his hands on the top of the steering wheel in disgust. "I can't

listen to everyone at once!" If this sounds too familiar, it may be time for a little lesson in "Spotting Etiquette". In the scene described above, everyone was trying to help, but the unorganised cacophony and sometimes unwanted advice just got in the way and sank of its own weight. This helps no one. What to do?

Crawling on the edge In most situations, a jeeper need only follow the trail, and sees what's coming up just ahead. An occasional rock or other impediments are no brainers. But, the fun is only beginning. It leads to the maximum pleasure of the sport: overcoming obstacles and routes that seem impassable. Many of us call this a major attraction of the sport; motoring right on the edge.

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No, No, I mean my right, MY RIGHT!!

The first thing to do as an interested observer is to ask the driver if he or she wants to be spotted. You need to ask if they WANT help. Many overlook this obvious piece of etiquette. The great tendency is to start shouting advice from your vantage point. Some jeepers have such a high degree of ability on the trail, they do not want or need a spotter and rely on memorising the trail just before they go over it, and taking mental snap shots of the route. If you encounter one of these talented and highly developed jeepers, just sit back and watch the show. Alas, most of us are not of that calibre, and rely on someone to spot us over the really onerous areas. These may be where there is a good chance of getting out of control by sliding or rolling over, or a high degree of exposure, where you might actually go over a cliff, endo, or sustain vehicle damage or personal physical harm. Sometimes inches make a great deal of difference when driving on perilous terrain. This is where you DO need a spotter.

Ground rules- once the driver has said he/she will accept your advice and directions, here's what to do:

One spotter at a time is preferred. The spotter usually stands in front facing the vehicle from the side of the route where the driver can see his/her hand signals. Sometimes it is important to have an additional spotter at the rear, or where ever there is a problem area. This spotter only yells, "Hoap", "Stop", or "Wait", before the going gets to the damage stage. The second spotter only stops the proceedings and does not direct the driver in any other way. Hand signals are the best. Both driver and spotter must clearly understand any hand signals before starting. My favourite hand signals

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CCVC Tyre Discounts

Firestone

BRIDGESTONE

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.

are with one hand that the driver can easily see. FORWARD: Using the "thumb up" in the vertical position with one hand means, "move forward slowly". Slowly pivot your thumb fore to aft signalling the speed at which to move. TURN RIGHT OR LEFT: Leaning your thumb a little or a lot to the right or left, indicates the degree to which you would like the driver to change direction of the steering wheels. To be more insistent, you can jab your thumb more vociferously to obtain a quicker response. STOP: A flat hand held in the vertical "Stop" mode means just that. REVERSE: If you need to have them back up and try again on another line, signal your intentions by waving them off and motioning for them to go back by swinging your hand toward them. Most of the time it is best to walk up and tell them this, as they will already be at a stop. This is a good time for the spotter to go to the rear of the Jeep and give "verbals" to get back to a place where the driver can try again.

Getting Religion. Now we come to the religious part. The driver must TRUST the spotter. It's like believing in God. If you don't, you may make some big mistakes. I have made these mistakes, but I have learned to trust a few spotters. My son Matt and my brother John are my favourite spotters. We communicate. We know each other's signs. NO SIGNAL-NO MOVE, They signal-I move, and I just keep looking at one of them, not the trail, because I can't see the trail like they can. "Trust, my brothers and sisters, trust". This puts a lot of pressure on the spotter. If you don't trust the spotter, you're on your own, and unless you can remember "where you are" on the trail, then you may not need a spotter. Sooner or later if you're distracted by people yelling instructions, you may forget where you are. So, next time you start yelling at someone creeping over some noxious real estate, thinking you're helping him or her out; think again. Try some of these spotting techniques yourself. You'll find a pleasant reduction in everyone's blood pressure, and hopefully a diminishing of those ugly grating metal sounds associated with a truly tough trail.

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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

Please show your membership card to obtain all discounts.

Club Member Trades, Services and Supplies

A few years ago it was suggested that we have a listing of club member's trades and services so that if anyone was looking for a trades person then they could refer to the Chronicle and give club members the chance to get additional business. So if you'd like to include your business on our list please contact the editor on 564 3045 or email newsletter@ccvc.org.nz

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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.*

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

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A Tale of Lust and of Love Lost from the Alpine Meadows of Ohinewairua

A very, very pretty young blonde, short in stature and newly coiffured saw him go through the gate. In an instant she was smitten, as if struck by lightning, by his rugged good looks, his aura of wonton sexualilty and the thought of him gambolling naked through the paddock on all fours. (She had been encouraged by a reported conversation with his courtiers earlier in the day, the contents of which I am unable to repeat here.)

Again and again she tried to get through the fence to be with her love; time

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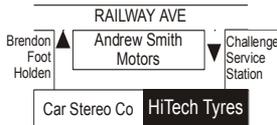
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and time again desperately trying to get through, but to no avail. He was obviously playing hard to get. The young blonde stood back and, contrary to popular belief, began to put her mind to a cunning plan... for she knew that he had to return this way. She turned her back and walked away, all the while pretending to ignore our Handsome Prince, all the while contriving to construct a fabulous plan.

Our Handsome Prince, in his trusty Navara (which Sam said was no good at all), unwittingly came through the gate and began to traverse the scarp taking care to stay well back from the edge, over which one could plunge into an eternal abyss, and bliss

TROPHY AND CUP PRESENTATION NIGHT



PETONE WORKING MEN'S CLUB



SATURDAY 13TH APRIL
8.00 P.M.

BAR OPEN FOR
DRINKS



LIGHT SUPPER PROVIDED

SPOT PRIZES

HAVE DINNER IN UPSTAIRS RESTAURANT
BEFORE HAND

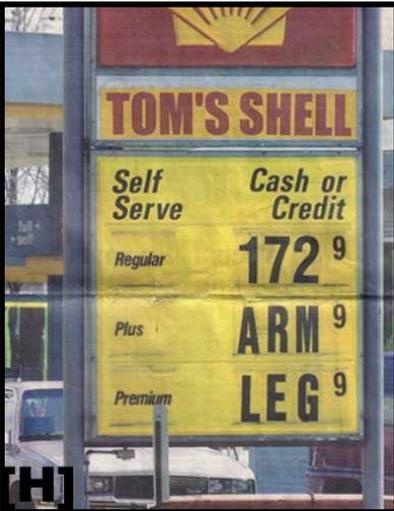
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Interesting looking vehicles (found on the internet).



The wheels follow the rough terrain forming a reasonably stable cargo bay.



I suppose this is very appropriate considering this months tax increases that will effect us all!



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.

WAYNE JANSEN - SAFETY OFFICER
Phone 025 467 935






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903	Explorer Jacket Black/Brown sleeves								158.06	
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905	Polar Fleece with Zip out Sleeves - Moss								83.25	
907	Cap Black/Brown Peak								21.38	
908	Beanie Black								15.00	
908	Beanie Moss								15.00	
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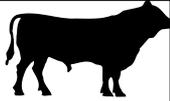
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The winner of the Gumboot award

for this month is Andy Cockroft - for venturing into a well known DIFFICULT area (Thompsons Track) on his own and in doing so ignoring his own published recommendations for a minimum of 3-5 vehicles on such a trip.

The winner of the BSA



award this month is Antony Royal - for a lengthy diatribe on the serious safety deficiencies of a portable picnic table - all as a feeble excuse for breaking a truck window!



The winners of the Golden Kiwi's for this month are Antony R, Eric D & Peter Jenkins for helping Jay Montilla at Odilins Rd. Dave J and Barry for rescuing an Isuzu stuck in the Hutt River. Grant P and Glen Clark for assisting Andy C during his predicament on Thompsons Track.

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The winner of the Orange Roughy award for this month is Andy Cockroft - for too many breakages to detail here on the above mentioned Thompson's trip!





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NATIONAL COMPETITIONS COMMITTEE

2001 / 2002 CALENDAR

Round	Host Club	Date
Ladies World 4x4 Trial Championship	South Waikato	25th November 2001
1	Wanganui	9th December 2001
2	South Waikato	27th January 2002
3	Hawkes Bay	24th February 2002
4	National Competitions Committee (To be held in Ohakune) Combined Northern/Central Zone Trial	16th March 2002
5 (NZ Final)	Taupo	31st March 2002 (Easter)

NEW MEMBERS



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

Kerry Barlett - Mitsi Double Cab
Steve Devine - SWB Pajero
Mark Little - ??????
Peter Turner - SWB Cruiser



A Tale of Lust and of Love Lost from the Alpine Meadows of Ohinewairua (Cont)

fully unaware of the impending ambush.

Seeing her plan falling into place the young blonde was beside herself with excitement. Ooooooh here he comes! Here he comes! and was barely able to contain herself. Finally, as the prince drove alongside her hide, she rushed out, dodged between two other trucks and threw herself in front of the Navara. Fortunately the Handsome Prince had just got a warrant of Fitness for his Navara and was able to stop in an instant. The newly coiffured blonde, who had come so close to never seeing the comb again, scambled from beneath the front of the Navara, , regained her composure and realising that the Prince hadn't left out to take her in his arms, had the presence of mind to rush to the driver's door and, with her wide and misty doe eyes, peered be-seechingly at the Handsome Prince.

Remembering that he was a happily married man, and forgetting that he had expressed a desire that very morning to sit naked in the paddock...ooops... wasn't supposed to mention that, our Handsome, though somewhat ungal-lant Prince, gripped the steering wheel, gritted his teeth and without looking to the left or right drove straight on.

The young blonde, denied her lustful desires was devastated and was last seen trying to breach the fence so that she could throw herself from the bluff in a final gesture of undying love, such was the depth of her disappointment. For the rest of the weekend she watched our Handsome Prince traverse the paddocks below: first to the east, then to the west and if you had been near-by you would have heard her mournfully wailing her eternal and undying love and sobbing his name.....over and over again.

Conversations that passengers normally don't hear.

The following are accounts of actual exchanges between airline pilots and control towers from around the world:

While taxiing the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. The irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C's and D's, but get it right!"

Continuing her tirade to the embarrassed crew, she was now shouting hysterically: "God, you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" "Yes ma'am," the humbled crew responded.

Naturally the ground control frequency went terribly silent after the verbal bashing of US Air 2771. Nobody wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high. Then an unknown pilot broke the silence and asked, "Wasn't I married to you once?"

~~~~~

The controller working a busy pattern told the 727 on downwind to make a three-sixty--do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

~~~~~

A DC-10 had an exceedingly long rollout after landing with his approach speed a little high. San Jose Tower: "American 751 heavy, turn right at the end of the runway, if able. If not able, take the Guadalupe exit off Highway 101 and make a right at the light to return to the airport."

~~~~~

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City. KC Approach: "Malibu three-two Charlie, you're following a 727, one o'clock and three miles." Three-two Charlie: "We've got him. We'll follow him." KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?" Delta 105 (in a thick southern drawl, after a long pause): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle."

~~~~~

Unknown aircraft: "I'm f...ing bored!"

Air Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

~~~~~

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7. Did you copy that report from Eastern?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern and we've already notified our caterers."

~~~~~

The German air controllers at Frankfurt Airport are a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them.

So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign "Speedbird 206":
 Speedbird 206: "Top of the morning, Frankfurt, Speedbird 206 clear of the active runway."
 Ground: "Guten Morgen. You vill taxi to your gate."
 The big British Airways 747 pulled onto the main taxiway and slowed to a stop.
 Ground: "Speedbird, do you not know where you are going?"
 Speedbird 206: "Stand by a moment, Ground, I'm looking up our gate location now."
 Ground (with arrogant impatience): "Speedbird 206, haff you never flown to Frankfurt before?"
 Speedbird 206 (coolly): Yes, I have, actually, in 1944. In another type of Boeing, but just to drop something off. I didn't stop."

~~~~~  
 O'Hare Approach Control: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."  
 United 239: "Approach, I've always wanted to say this...I've got that Fokker in sight."  
 ~~~~~

A Pan Am 727 flight engineer waiting for start clearance in Munich overheard the following:
 Lufthansa (in German): Ground, what is our start clearance time?"
 Ground (in English): "If you want an answer you must speak English."
 Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"
 Unknown voice (in a beautiful British accent): "Because you lost the bloody war!"



**SOUTH ISLAND
 4X4
 COAST TO COAST 2002
 TOUGH TOUGH 2002
 Kaikoura to Greymouth
 25th - 28th April, 2002 (ANZAC Weekend)**

Four days of a series of 4x4 challenges with days 2 and 3 having mystery destinations and overnight camping. This is serious 4x4ing for well prepared vehicles and entries are limited to 45 vehicles. Enter preferred as a team - 4x4 with mates who all know the limits each will go to for adrenaline pleasure.

For more details
 Frederick Cassin
 PO Box 2232, Stoke, Nelson
 Phone / Fax 03 547 7706
 c2c4x4@ihug.co.nz
 c2c4x4.co.nz

2002 ANNUAL GENERAL MEETING

Notice is hereby given that the AGM of the Cross Country Vehicle Club (Wellington) Inc will be held directly after the March monthly meeting.

A nomination form for all Club Officer positions is enclosed with this newsletter.

Note that the usual award presentations will be held at a separate Event - details available once finalised.

Committee Meeting Highlights

- ◆ **Treasury** - 2001/02 accounts have been closed off and final reports and summaries prepared.
- ◆ **Land Access** - ARAC submission went into WRC on all WRC areas we frequent. Recce held on Sutherlands Track with DOC officials. Eastern Hills, Belmont and Upper Hutt access issues still under action.
- ◆ **Safety** - Two new safety inspectors have been appointed - Robbie Bromley at Wellington 4WD Centre and Gary Young at VTNZ Upper Hutt. One new club rule and one new club recommendation have been agreed upon by the safety committee - rule will ban the use of metal objects (shackles, etc) from being used to join strops and the recommendation is to only use one stretchy strop in a chain of strops when towing.
- ◆ **SAR** - Three club members to attend an upcoming SAE event shortly.
- ◆ **Assets** - New club trailer will be completed and available for inspection at next club night. Asset list finalised and passed to Treasurer for book keeping purposes.
- ◆ **RTI Ramp** - Ramp completed and tested. Arrangements being investigated for permanent installation at Cannon Point driver training area. Many thanks go to Ross van Waas who donated the steel mesh.

Cross Country Vehicle Club (Wellington) Inc
 PO Box 38-762
 Te Pune
 Wellington



VEHICLE CLUB
 Wellington (inc)

CLUB OFFICER NOMINATION FORM

I wish to nominate the following person(s) for office of the Cross Country Vehicle Club (Wellington) Inc, for the 2002 / 2003 term:

Club Officers:

- President _____
- Vice President. _____
- Treasurer _____
- Secretary _____
- Land Access Manager _____
- New Members Officer. _____
- Newsletter Editor _____
- Safety Officer _____
- Trip Co-Ordinator _____

Additional Officers:

- Accounts Officer _____
- Archivist _____
- Asset Manager _____
- Club Captain _____
- Competition Officer _____
- Complaints Officer _____
- Driver Training Officer. _____
- Entertainment Officer _____
- MotorSport Delegate _____
- Tread Lightly! Delegate _____
- PANZ Delegate _____
- Membership Database _____
- Publicity Officer _____
- Search & Rescue _____
- Track Maintenance _____
- Trophy Monitor _____
- Webmaster _____
- Welfare Officer _____
- Committee Members _____

Proposed by: _____
 Seconded by: _____
 Accepted by: _____
 Date: _____

Please complete this form and return to any committee member, or post to PO Box 38-762, Te Pune, Wellington.

Here's a report and photos of a car/log truck collision:

What happened:

An idiot driving a Telstar TX5 was travelling at what appears to be excessive speed ran up the rear of 521. Two overhanging stems passed through the windscreen and out the rear window, missing the three occupants of the car. The car travelled 7 metres up the logs before hitting the rear bumper of the truck with such force that the car was jammed under the bumper and suspended off the ground by the two logs. The occupants of the car jumped out onto the road. The truck driver was unaware of the incident and continued on his journey for another 6.4km until another truck came towards him so he slowed to allow it to pass. In doing so, the dust reduced to the stage where the driver saw a part of the car's front bumper in his rear vision mirror. He asked the second truck driver what was behind him, and was advised that a car was hanging off the stems unit. On inspection they found no passengers in the car. Both drivers left the truck and went to locate the driver etc. They found them on the side of the road near to the scene of the collision.

Cause:

Excessive speed after leaving the seal and not slowing to dusty conditions. Driver of car stated he was familiar with the Road and stems trucks. Also stated he was travelling in light dust but did not think a truck was ahead of him even when he drove into thick dust. States he applied the brakes and when he saw the truck he looked at his speedo and was travelling at 80 kph. THIS TIME THE TRUCKIE WAS NOT AT FAULT!



PATROLS ON SAFARI

Here is a few words on our recent trip through Thompsons Track
(Courtesy of Dave Flett - ex NZ4WD email forum)

Finally I was about to do the dreaded Thompsons track. It was just on 10:00am on the morning of Sat 16 Feb and the four Patrols made an awesome sight at the lookout on the top of the saddle of Thompsons Track. There was myself (co-driver Maria) in my SWB with Simex's and Superwinch, Laurie Imms (co-driver Margaret & kids) in his LWB with Goodyear Wranglers and Superwinch, Colin Rowse (Spike) (co-driver Russell from Chicago) in his SWB with 8.25 SAT recaps and PTO winch and Darin Neely (co-driver Jimmy) in his SWB with Kumho Powerguards and no winch.

We set off in our agreed running order of myself (I was outvoted) leading, followed by Laurie then Spike with Darin bringing up the rear. Spike had been regaling us with horror stories of the last time he did it with the Kauri Coasters (out at 2:30 am!!) and so I was cautiously approaching every innocent puddle with the air of a man who fully expected to have his wagon disappear below roof height at any second only to have Spike say "Nah - this is still the bloody easy stuff - get a move on". After about 3 ks we came across a large rock (called "White Rock") we had to crawl down. With each of the shortys getting their drivers side rear wheel about 1 metre in the air as they descended it made for some spectacular footage for the start of our video.

Shortly after that we came upon what I thought was our first bog, later in the day we would realise it was only a "pre-bog" but I was able to find the only line through that required winching thus helpfully ruling that line out for the others who were able to drive through with the expected condescending remarks on my efforts. Still no volunteers for the lead. We finally came upon the first 2 real bogs with Laurie and I winching both and Spike doing a short winch on the second and then snatching Darin through the second as well. By this stage it was evident that while I was going to have to do the most winching my slow and steady approach enabled everyone to see what lay under the surface so that by the time Darin approached he was able to use his beloved "foot flat on the floor" style and hurtle spectacularly over ruts and through mud giving thanks to the Nissan God for REAL drivetrains and suspension components. The next bog was just a moderate set of ruts around a corner but on just enough angle to belly the shortys - would have bellied Lauries sausage as well but it decided to fall off the ruts and so he got stuck in the deep part instead.

At this point Dan Barnett came upon the scene having walked up from the carpark at the other end. "She gets REAL bad from here boys" he told us

very helpfully. I winched out, snatched Laurie who snatched Spike who then snatched Darin. In fact Darin was snatched out with such gusto that at one point he had all 4 wheels off the ground and was headed straight for the bank - it was only Spike keeping the speed on and yanking his front around before "it all went horribly wrong" that saved us from disaster. With mutterings of "crazy ba****ds" Dan and co. left to walk back to the carpark and we stopped for lunch. Time - 1:00pm, still no volunteers for the lead. After lunch we tackled the next couple of bogs in the now established manner - Spike as designated Recovery Master making sure all winches were double line pulls and correctly set and we were making good progress. THEN - THE "LONG BOG". This could be accurately be described as a bomb site and would not look out of place in Afghanistan. A series of 3 deep and 2 moderate craters interlinked and no way around for vehicles of proper size. "Up the middle boys!" was the cry and off I flew - Splat! A 40 metre very tough winch loomed and I knew I would be spending afternoon tea in the cab. Under Spike guidance (and with Darin & Laurie leaping about through the mud) I made about 35m on double and triple line pulls and the end was in sight.....then the battery in my wagon decided that I should only winch Suzukis and proceeded to go to sleep Time - 3:00pm, NZ 56 for 3 and still no volunteers for the lead.

The advantages of having 3 24 volt vehicles were soon apparent with a battery being produced from Spikes vehicle, mine being put in his and left to sulk and we were good to go again. An aborted attempt was made to snatch me using a 50m 4 tonne rated non - stretch rope through a series of pullys hooked onto the vehicles behind me. One loud BANG - terrifying a young chap on his bike just passing at the wrong moment - and the 32m and 18m ropes were put away for the day and winching resumed. Finally getting me out at about 3:30 we then started on getting Laurie through, with winch points already set he made a very good fist of it taking just on 20 minutes with Spike being even quicker using the powerful PTO to its fullest extent. Spike then turned around to winch Darin through and I trundled off to the next bog - all of about 30m away. Walking back I was just in time to see Laurie carefully back the sausage into Spikes wagon - THUNK and found out that the 3 stooges had been banging into each other quite happily while I wasn't around. Having got that out fo their systems they moved off towards me, 'til Laurie slipped off a rut and got stuck as Spike drove into the last (avoidable) crater and got stuck. After hauling themselves out of that we carried on through the next wee bog and closer to the end. Another large bog saw how well we were getting at using all our gear and we had high hopes of getting out in the daylight. We were still optimistic even when Darin had a tyre come off the bead - a blast from his dive bottle put it back on and off we went. And then.....THE VERTICAL BOG - OR TANK TRAP.

This little gem has to be seen to be believed, 20m of rutted approach culminating in a metre deep mud hole with a 4 metre 60+degree mudslide as the exit route. I headed in with a bit more than usual velocity and very nicely came to a halt ACROSS the mudhole with my nose into a bank. Time - 6:30pm and not a hope in hell of changing leaders now. 1.5 hour, a sloooooooooow triple line pull and 4 metres later I edged over the top with borrowed battery down to its last 2 volts on the dial and. Lauries 24V, a better line and the same triple pull saw him through in about 30 minutes. Spikes PTO once again showed its worth, grunting him through on only a double line and turning around to set up for Darin in the pitch black night. Darin's dark grey shorty up to its door handles in mud with 1.5 headlights showing at the bottom of the hole made an awesome sight and should make for some good photos. Finally getting out and past the next little hole (sausage fell in) we were assured by Maria & Margaret that it was a straight drive to the carpark.

Around the corner I went and....."ohmigod we have come out at Lake Taupo" The carpark was on the far shore, at this point I mutinied and flatly refused to drive through first. Time - 9:30pm and finally a new leader. Laurie (bless him) boldly stepped up and off flew the mighty sausage - VRR-ROOOOOM SPLASH!!! glug glug glug...my hero! With water coming in through the passengers door (Margaret kept us all informed on its progress) Laurie climbed onto the bonnet, got a line on the front and ploughed on out. Meanwhile I was stuck trying to take the chickens route out and Spike dragged me kicking and screaming to the line in front of the lake, dropped 18m of muddy rope into my lap and said "give it heaps man!" With a quick prayer to the Nissan God I squared my shoulders and did just that. For the first time all day I was able to unleash all 85kw of Nissan power and get those Simexs spinning - in I went!!! "Im moving...still moving...up the bank...Simexs clearing...motor howling...mud flying...still inching....Im through!!! SIMEX RULES!!!" Not to be outdone Spike approached with the roar from his 2.5 in exhaust sending chills down the spine and the SAT biscuits a blur. Mud flies...water boils....inching...inching...he's through SAT's RULE TOO!!

Now comes the speed demon - Darin. At a speed just below that of light the grey shorty approaches the bank "ohmigod.....he's gonna jump the whole lake!" Nope.....very nearly though, nose first into the mud halted his progress. Into reverse he went then charged on to the far shore, through the water but stopped by the muddy bank. One quick snatch and Thompsons was conquered yeeeeeeeeehhhaaa!! Time - 10:15pm, next time I'm going last. There will be a next time.



FOR SALE

Club Radio—All set-up ready to go.

Contact Vince Stephens

Ph: 04 938-2367 or 025 235-9208



Photos from a recent SI trip:

River Crossing,

Airborne Suzuki,

Alan D's Patrol about to be towed by a Cruiser



Cross Country Chronicle

Washing Your Cat

Some people have the misconception that cats never have to be bathed, that somehow they "lick" themselves clean. Well contrary to this popular belief, cats do NOT have some enzyme in their saliva that resembles Persil (with or without bleach).

Cats, like their nemesis, the dog, do get dirty and have a variety of odours - from smelling like the outhouse where you camped last year to the same odor as your dog's breath (remember, your dog will try to eat anything). Now we all know that cats HATE water. And we know that giving the cat a sedative to ease this process of a bath is out of the question.

So, the best approach is both sneaky and direct. Remember now, this is not the dumb dog who can be led to tub with lies and a trail of Kibbles and Bits. Although your cat has the advantage of smarts, quickness and total lack of concern for your welfare, you have the advantage of size, strength, and the ability to wear protective garments.



1. First dress for the occasion. A 4-ply rubber wet suit is suggested, along with a helmet, face mask and welders gloves.
2. A Bathtub with a glass enclosure is preferred to the one with a shower curtain. A frenzied cat can shred one of these in about 3.5 seconds.
3. Have the Kitty Bubbles and towel in the enclosed bathtub area beforehand. Blow drying the cat after the bath is not recommended.
4. Draw the water, making it a little warmer than needed as you still need to find the cat. Position everything strategically in the shower, so you can reach it even if you are face down in the tub.
5. Find your cat. Use the element of surprise. Pick the cat up, nonchalantly as if you were simply carrying him/her to the supper dish. No need to worry about the cat noticing your strange attire - the cat barely notices you anyway.
6. Once you and the cat are inside the bathroom, speed is essential. In one single, liquid motion, shut the door to the bathroom, step into the shower, close the sliding doors, and drop the cat into the water. While the cat is still in a state of shock, locate the Kitty Bubbles and squirt whatever part of him is above the water line. You have just begun the wildest 45 seconds of your life. Remember that cats have no handles and add the fact that he now has soapy fur. His state of shock has worn off and he's madder than a wet hornet.
7. As best, you can, wearing welder's gloves, try to field his body as he catapults through the air toward the ceiling. If possible, give another squirt of Kitty Bubbles with his body now fully exposed.

8. During the 5 seconds you are able to hold onto him, rub vigorously. No need to worry about rinsing. As he slides down the glass enclosure into the tub, he will fall back into the water, rinsing himself in the process.
9. Only attempt the lather and rinse process about 3 times. The cat will realise the lack of traction on the glass by then and will make the next attempt on the first available part of you.
10. Next, the cat must be dried. No, this is NOT the easiest part. By this stage, you are worn out and the cat has just become semi-permanently affixed to your right leg. We suggest here that you drain the tub and in full view of your cat. Reach for the bottle of Kitty Bubbles.
11. If you have done step 10 correctly, the cat will be off your leg and hanging precariously from your helmet. Although this view of the cat is most disgusting, he will be in a much better position for wrapping the towel around him.
12. Be sure cat is firmly wrapped in towel before opening tub enclosure. Open bathroom door put towel wrapped cat on floor and step back quickly. Into tub, if possible, and do not open enclosure until all you can see is the shredded towel.
13. In about 2 hours it will be safe to exit the bathroom. Your cat will be sitting out there somewhere, looking like a small hedgehog, plotting revenge.





Come out for a family day in the country

March 17 2002 - rain or shine

Battle Hill Farm Park, Paekakariki Hill Rd

10am-4pm

Great Food

Delicious Gourmet treats

Traditional country cooking

Some wild local delicacies

Farm Fun

Take a helicopter joyride

Farm rides and activities for the kids

Unusual farm animals

Products and information from lifestyle farmers

Awesome Free Entertainment

Horse-grooming, saddling, shoeing and riding demonstrations

Woodchopping competitions

Watch a dog triallist at work

And much much more

Entry tickets \$10 for adults, children free

Numbers strictly limited, so be in quick!

Ticket sold at the Wrightson Farm Store, Auty Lane, Porirua; Inlet Café, Pauatahanui; and the Professionals in Whitby, Porirua, Paremata and Tawa.

Proceeds to Pauatahanui Preschool and Pimmerton Rotary

Cross Country Chronicle



Trip Information Sheet

Trip Name:	<i>Haywards Meander</i>		
Venue:	<i>Haywards Hill</i>	Grading:	<i>Family</i>
Trip Leader:	<i>Malcolm Judd</i>	Phone:	<i>5269285</i>
	<i>Andy Mitchell</i>		

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

Limited Numbers: No Yes

Trip Meeting Point *Belmont Regional Park, Hebden Cres, Haywards Hill*
 Meeting Time Date: *16th March 2002* Time: *9.15am meet*
9.45am depart

Alternative Meeting Point
 Date: _____ Time: _____

Expected Finishing Point *Judds Farm, Haywards Hill*
 Date: *16th March 2002* Time: *Approx 3.30pm*

Fuel required for: Kms *50* Spark Arresters *Not req'd*
 Food required for: Days *1*

Land Access Fee: _____ Per vehicle *\$15.00* Additional Fees: *Nil*

- | | |
|--|---|
| Weather restrictions: | Possible vehicle damage expected on trip: |
| <input checked="" type="checkbox"/> Dry day only | <input checked="" type="checkbox"/> No damage likely |
| <input type="checkbox"/> Light rain/wind ok | <input checked="" type="checkbox"/> Some bush marks possible |
| <input type="checkbox"/> No restrictions | <input type="checkbox"/> Some damage to sills & corners possible |
| <input checked="" type="checkbox"/> Subject to landowners discretion | <input type="checkbox"/> Body damage from rocky/dirt banks expected |

- | | | |
|--|--|---|
| Trip suitable for: | Pets: | Vehicle type: |
| <input checked="" type="checkbox"/> Novice drivers | <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Any vehicle |
| <input checked="" type="checkbox"/> Average drivers | <input type="checkbox"/> Yes | <input type="checkbox"/> SWB only |
| <input type="checkbox"/> Experienced drivers | | |
| Dry <input type="checkbox"/> Wet <input checked="" type="checkbox"/> | | |

- | | |
|--|--|
| Vehicle requirements: | Track type: |
| <input checked="" type="checkbox"/> Tow hooks, front & rear | Mostly <input checked="" type="checkbox"/> Some <input type="checkbox"/> Optional <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Recovery strap, Shovel | <input type="checkbox"/> Gravel |
| <input checked="" type="checkbox"/> First aid kit, Fire extinguisher | <input type="checkbox"/> Beach or sand |
| <input checked="" type="checkbox"/> Roll bar / cage for soft/open tops | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> Roll bar / cage for all vehicles | <input type="checkbox"/> Rocky or river boulders |
| <input checked="" type="checkbox"/> Any tyres suitable | <input type="checkbox"/> Creeks, small rivers |
| <input type="checkbox"/> Good mud tyres essential | <input type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> Winch required | <input type="checkbox"/> Deep mud holes |
| <input type="checkbox"/> Extra recovery gear | <input type="checkbox"/> Average ascents/descents |
| | <input type="checkbox"/> Steep ascents/descents |

Notes: *If ground conditions are too wet, trip will be postponed. Check website.*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Pauatahanui Food & Farm Festival

VEHICLE CLUB
Wellington (inc)

Venue: Battle Hill Category: Shiny 4x4

Trip Leader: Grant Purdie Phone: 04-233 1192 Callsign: K 71
021-612 216

Bookings Required: No Yes Book with Trip Leader before: 14/3/02

Limited Numbers: No Yes

Trip Meeting Point

Battle Hill

Meeting Time Date: Sun 17 Mar 2002 Time: 09:30

Drivers Briefing Date: Sun 17 Mar 2002 Time: 09:30

Trip Departure Date: Sun 17 Mar 2002 Time: 10:00

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Battle Hill

Date: Sun 17 Mar 2002 Time: 16:00

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

Food required for: 1 Days Food available at: Pauatahanui

Drinks required for: 1 Days Drinks available at: Pauatahanui

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

Weather restrictions:

- Dry day only
 Light rain/wind ok
 Rain, hail or snow "We go"
 Subject to landowners discretion
 Trip Leader will advise if cancelled

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
 club radio preferred

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

Notes: **Drivers & seats needed please.** Fundraiser for Pauatahanui Preschool and Plimmerton Rotary.
 We use the land owned by the parents of the preschool children, so let's help with their fundraiser.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name:	<i>Neil's South Coast Surf-Casting Trip</i>		
Venue:	<i>South Coast</i>	Category:	<i>Shiny Family</i>

Trip Leader: *Neil Blackie* Phone: *04-587-0456* Callsign: *K 177*

Bookings Required: No Yes Book with Trip Leader before: *20/03/02*

Limited Numbers: No Yes *10*

Trip Meeting Point

Owhiro Bay Quarry

Meeting Time	Date:	<i>Sat 23 Mar 2002</i>	Time:	<i>8:30</i>
Drivers Briefing	Date:	<i>Sat 23 Mar 2002</i>	Time:	<i>8:45</i>
Trip Departure	Date:	<i>Sat 23 Mar 2002</i>	Time:	<i>9:00</i>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Owhiro Bay Quarry

Date: *Sat 23 Mar 2002* Time: *15:30*

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

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

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

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

Weather restrictions:

Possible vehicle damage expected on trip:

<input type="checkbox"/>	Dry day only	<input checked="" type="checkbox"/>	No damage likely
<input checked="" type="checkbox"/>	Light rain/wind ok	<input type="checkbox"/>	Some bush marks possible
<input type="checkbox"/>	Rain, hail or snow "We go"	<input type="checkbox"/>	Some damage to sills & corners possible
<input type="checkbox"/>	Subject to landowners discretion	<input type="checkbox"/>	Heavy bush marks & scratches expected
<input checked="" type="checkbox"/>	Cancel day before if Southerly wind	<input type="checkbox"/>	Body damage from rocky/dirt banks expected

Neil will phone each driver

Trip suitable for:

Pets:

Vehicle type:

Novice drivers
 Average drivers
 Experienced drivers

Dry Wet

No
 Yes
 Only if kept in vehicle

Any vehicle
 SWB only
 Club Radio Required

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

Notes: *This is mainly a fishing day – so be sure to bring your fishing gear!*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Southern Area Family Trip

Venue: Details at Club Night Category: Shiny 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Marcus Steeneken Phone: 04-565 1707 Callsign: K 33
021-439 183

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

Limited Numbers: No Yes _____

Trip Meeting Point

Details at Club Night

Meeting Time Date: Sun 24 Mar 2002 Time: 09:30

Drivers Briefing Date: Sun 24 Mar 2002 Time: 09:45

Trip Departure Date: Sun 24 Mar 2002 Time: 10:00

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Details at Club Night

Date: Sun 24 Mar 2002 Time: 16:00 approx

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

Food required for: 1 Days Food available at: _____

Drinks required for: 1 Days Drinks available at: _____

Land Access Fee: \$5.00* 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 Newstalk ZB 1035AM at: 08:00, 08:30, 09:00

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
- Club Radio preferred

Vehicle requirements:

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

Track type:

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Beach or sand |
| <input 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 checked="" type="checkbox"/> Deep rivers, water holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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: *Access to be confirmed, details of location and start/finish locations at Club Night.
* Amount of trip fee depends on access.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Easter Weekend at Foxton Beach

Venue: Foxton Beach Category: All

Trip Leader: None Phone: _____ Callsign: K

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

Limited Numbers: No Yes _____

Trip Meeting Point

Near Foxton Beach Motor Camp

Meeting Time Date: 29 Mar to 1 Apr 2002 Time: 9:30 approx*

Drivers Briefing Date: _____ Time: _____

Trip Departure Date: _____ Time: _____

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: _____ Time: _____

Fuel required for: _____ Kms / Days Fuel available at: Foxton

Food required for: _____ Days Food available at: Foxton

Drinks required for: _____ Days Drinks available at: Foxton

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

Weather restrictions:

- Dry day only
 Light rain/wind ok
 Rain, hail or snow "We go"
 Subject to landowners discretion
 Listen to radio cancellation service on Newstalk ZB 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
 Club Radio Required

Vehicle requirements:

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

Track type:

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

Notes: * NOTE: This is not an organized trip, there are no trip leaders or trip fees and it does not count towards membership. People normally start off at about 9:30am from outside the Motor Camp.

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:** 04-972 5558 **Callsign:** K26

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

Limited Numbers: No Yes

Trip Meeting Point

Totara Park Bridge

Meeting Time **Date:** Sat 6 Apr 2002 **Time:** 9:30 am
Drivers Briefing **Date:** Sat 6 Apr 2002 **Time:** 9:45 am
Trip Departure **Date:** Sat 6 Apr 2002 **Time:** 10:00am

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Totara Park Bridge or Bulls Run/Moonshine Road

Date: Sat 6 Apr 2002 **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: \$15.00 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 Newstalk ZB 1035AM at: 08:30, 09:00, 09:30 10:00

Possible vehicle damage expected on trip:

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

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

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

Track type:

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

Notes: _____

Trip Database

From: 9/3/2002 To: 31/12/2002

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sat 09/03/02	1	Training Module 2 plus Trip	Training	Cannon's Point, Akatarawa Forest	Philip Bridgen	C		625
Sun 10/03/02	1	Club Champs Round 4	Club Champs	To be confirmed at Club Night	Neil Blackie	P		591
Wed 13/03/02	1	Club Night and AGM	Meetings	Petone Working Mens Club	Andy Cockroft	C		606
Sat 16/03/02	1	Haywards Meander	Family Shiny	Haywards Hill Farms	Andy Mitchell	C	Hosted by Valley 4WD Club	645
Sun 17/03/02	1	Pauatahanui Fundraiser	Special	Battle hill & Puketiro Forest	-tba-	C	See advert in Chronicle. Experienced drivers needed to assist please.	644
Mon 18/03/02	1	ARAC	Meetings			C		641
Wed 20/03/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C	NOTE different date to normal due to Easter	618
Sat 23/03/02	1	South Coast Surfcasting Trip	Family Shiny	Wellington South Coast	Neil Blackie	C	Limited numbers, bookings required. Subject to weather.	643
Sun 24/03/02	1	Lion's School Fundraiser	Not CCVC	Martinborough Area	Barry Insull	C	Volunteers needed please	647
Sun 24/03/02	1	Southern Area Family Trip	Shiny 4X4	To be advised	Marcus Steeneken	P	Access to be confirmed	652
Fri 29/03/02	4	Easter at Foxton	All	Foxton Beach		C		607
Sat 06/04/02	1	Training Module 3 plus Trip	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	C		626
Wed 10/04/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		636
Sat 13/04/02	1	South Coast Clean-Up	All	Red Rocks & South Coast	-tba-	P	Help develop managed access by helping with CCVC's voluntary clean-up day.	601
Sat 13/04/02	1	Down & Up in the Dark	Hard Yakka	Akatarawa Forest North	Grant Purdie	P	Access to be confirmed	651

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 14/04/02	1	Shiny 4x4	Shiny 4X4	-tba-	-tba-	P		666
Mon 15/04/02	1	Trip Leaders' Forum	Special	Petone Working Mens Club 7:30 pm	Grant Purdie	P	Trip Leaders only - please book with Grant.	568
Sun 21/04/02	1	Family Day	Family Shiny	-tba-	-tba-	T		631
Wed 24/04/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		633
Thu 25/04/02	4	Te Kumi Anzac Trip	Family Shiny	East Cape	Andy Cockroft	P	Via Motu this time.	563
Thu 25/04/02	4	Te Kumi Anzac Trip	Shiny 4X4	East Cape	Andy Cockroft	P	Via Motu this time.	664
Thu 25/04/02	4	Akitio Family Camp-Over	Family Shiny	East Coast	Jim Johnson	P	Jim to confirm trip & details.	649
Thu 25/04/02	4	Akitio Family Camp-Over	Shiny 4X4	East Coast	Jim Johnson	P	Jim to confirm trip & details.	665
Sun 28/04/02	1	Club 4x4	Club 4X4	-tba-	-tba-	P		667
Sat 04/05/02	1	Training Module 4 plus Trip	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	C		627
Wed 08/05/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		637
Sat 11/05/02	1	Family Shiny	Family Shiny	-tba-	-tba-	P		668
Sat 11/05/02	1	Shiny 4x4	Shiny 4X4	-tba-	-tba-	P		669
Sun 19/05/02	1	Club 4x4	Club 4X4	-tba-	-tba-	P		670
Sun 19/05/02	1	Hard Yakka	Hard Yakka	-tba-	-tba-	P		671
Wed 29/05/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		634
Fri 31/05/02	4	Marlborough High Country		Marlborough	Philip Bridgen	T		646
Fri 31/05/02	4	Queen's Birthday at Pureora	All	Pureora Forest	John Vruink	P	Bookings required.	650
Sun 09/06/02	1	Training Module 1 plus Trip	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	C		628

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Wed 12/06/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		638
Wed 26/06/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		635
Wed 10/07/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		658
Wed 31/07/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		653
Wed 14/08/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		659
Wed 28/08/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		654
Wed 11/09/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		660
Wed 25/09/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		655
Wed 09/10/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		661
Wed 30/10/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		656
Wed 13/11/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		662
Wed 27/11/02	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	C		657
Wed 11/12/02	1	Club Night	Meetings	Petone Working Mens Club	-tba-	C		663