



VEHICLE CLUB
Wellington (inc)



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June 2003

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

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

Hi there

Next club night is **THE** night! The night we have a presentation of the pluses and minuses of both MotorSport and the New Zealand Four Wheel Drive Association and vote on whether to belong to neither, either one or the other or both of these organisations. Come along and make your view count—remember you can't complain if you don't get your vote counted! Not quite sure where the voting method came from, but for an explanation of how it will work look towards the rear of the Chronicle.

I have started a column that introduces committee members and says a few tells you a bit about them. This month we have our President and our Webmaster. I'll include a few each month (providing the committee is forthcoming and sends them to me).

Alan...

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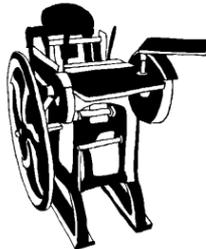
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Cover photo: This month's cover picture shows a group of 4WD'ers actively engaged in a (I think) Driver Training practical session.

President's Piece - June 2003

Greetings to you all and welcome to the new club year. Especially welcome to the new committee, with thanks to those officers who have generously agreed to put in another year of effort to help us all benefit from our 4wd activities. There have been a few changes of position - see the inside front cover for details of who's who this year. A big welcome to our four new club officers Marcel, Carl, Ray and Larry, thanks for joining us.

We farewell from the committee some officers who ended their run this year. A very special thanks Antony Royal, you put in several years on the committee including two years as Treasurer, introducing change and progress that helped us up a step or two in developing the club's financial picture and the growing financial health of the club. Also thanks to Gavin Holden who, as Asset Manager, had the crowning achievement of building the new club trailer during his time. Thanks also to Eric Dodds who was one of our track maintenance officers.

The big event of the coming month will be the club meeting on 11 June, when we will skip most of the normal stuff and concentrate on the decisions regarding Motorsport and the Association. We will have a presentation from Paul Adams, who undertook all the research and has now assembled all the findings. Then we will have a general discussion, for which we will have some ground rules so that members who want to say something will have an opportunity to do so but without the whole thing dragging on too long. Then we will vote on the four options, which can be summarised as:

Motorsport

Association

Both

Neither.

The voting system is summarised elsewhere in this newsletter. **I encourage all members to come along and participate in this vote, as it will have a bearing on our budget for the year and therefore will be the final factor in setting our annual subs.** We're looking for a sensible discussion, based on facts and logic - personal attacks are off the agenda!

On other matters, we are improving the way we run our sub-committees and will publish details next month (ran out of time this month!); the new committee is working on setting our objectives for the year; we've published the survey results and the committee is now looking at what we need to do to make the improvements suggested by the results; and to those of you who weren't able to attend the May club meeting, the club approved changing the financial year to start on 1 April and end on 31 March. Several other items are noted in the committee meeting highlights on another page.

Reminder: you can pay your \$2 annual sub for the Foxton Beach Coast Care Society via me, at club night or whenever you see me.

I'll end with our new land access slogan "*Abuse it and you'll lose it*". Hopefully this is now familiar to us all. Do remember that the actions of each of us could lead to the loss of land access for everyone - please take this seriously, be proactive, ask the trip leader for more detailed briefing if anything isn't clear.

As usual, here's to lots of off-roading...

Grant Purdie, Club President, 4 June 2003



Equipment Required

In accordance with club policy, the following equipment is required on all Club trips:

1. Front and rear tow hooks
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage 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.



Trip Categories

Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. 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.



Safety Inspectors

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

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

Brendon Bateup
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. 04 564 8823

Robbie Bromley
Jones Automotive Services
136B Jackson St
Petone
Ph. 04 568 3010

Grant Guy
G Guy Motors
61-63 Thorndon Quay
Wellington
Ph. 04 472 2020

Mike Egan
M Gall 4 Wheel Drive
3 Happy Valley Road
Wellington
Ph. 04 383 6554

Carl Furniss
Fully Equipped
453 Hutt Road
Lower Hutt
Ph. 04 569 1343

Upcoming Events

Aug 9-10: NZ4WD Magazine Auckland Readers Trip. *Explore the Woodhill Forest, same trip both days. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@adrenalin.co.nz*

Sep 6-7: NZ4WD Magazine Rotorua Readers Trip. *Forests in the Rotorua area, different trips each day. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@adrenalin.co.nz*

Sep 28 on: Heritage 4WD Tracks and Gold Trails. *Five day family trip, the best of the West Coast. Limited numbers. Contact GD Hilton Ltd, 09 412 8112 or On Track 4WD 03 768 0985.*

Oct 23-26: Australian National 4x4 Show. *Southbank, Melbourne, in conjunction with the Mercury Fishing and Great Outdoors Expo. \$14 adults, \$32 family. Website: 4x4show.com.au*

Nov 1-4: Denny's Restaurants NZ 4x4 Challenge. *Auckland 4WD Club. Auckland-Tauranga area. Information on auckland4x4.org.nz and click on the Denny's Challenge link.*

Nov 8-9: NZ4WD Magazine Wellington Readers Trip. *Akatarawa Forest, same trip both days. \$95 vehicle and 2 people, discount for magazine subscribers. Phone 09 478 4771, fax 09 478 4779 or email sam@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 event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

That organisation I heard of in Hutt Road, Fully Equipped appears to be up and running, any one know any more!! Any opening specialists??

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Your Guide to Modification and Customisation

(from the LTSA website)

Okay you've got a plan - maybe you want to soup up your car, customise it or just do a little tinkering. BUT before you let your imagination run wild and start work on your vehicle, make sure you do it properly. It may cost you a bit but it could cost you your life if you don't do it the right way.

Some other trouble areas:

Roll cages need to be correctly fitted inside a vehicle and require low volume vehicle certification. You could get serious head injuries or even die if you hit your head on the cage in a crash.

The exhaust system - this must extend out from the body of the car. That's so you and other car occupants don't breathe in poisonous carbon monoxide fumes that can be sucked into the vehicle!

Driving seat height - a lowered driving seat can affect how you handle the steering. At a crucial moment, this could prove fatal.

These other things are also not allowed in or on your vehicle

A TV within the reach or sight of the driver

Red lights at the front

A white light at the back (unless it lights up when the car is reversing)

Bells, whistles or sirens (restrict your sounds to horns only)

Fat tyres that stick out from the body of the vehicle (they overload and put strain on the axle).

What do I do?

If you are considering adding wider wheels, tinted glass, extra lights, roll cages, or altering the brakes, the driver seat height, suspension, engine size or exhaust, you need to talk to someone who knows what they're doing.

Step One. Talk to an expert about what you are planning to do. A testing station will put you in touch with a low vehicle volume or specialist certifier, reputable parts supplier or mechanic. This will depend on what you do to your vehicle.

Step Two. Find out what you need to do to make your vehicle safe. Some modifications will fall within the threshold of Warrant of Fitness standards while others will need to be certified by a low volume vehicle certifier. You need to find out what the threshold is by talking to a reputable Warrant of Fitness certifier. If you are carrying out the work yourself, you will need to make sure the parts you are supplied are safe with your vehicle and fall within the threshold. You should get this guarantee from the supplier in writing.

Step Three. Find out how much this is going to cost you. If your modification or customisation goes beyond the Warrant of Fitness threshold, you will need low volume vehicle certification. This can cost from \$350-\$800.

There are rules on modifying your vehicle.

Thinking of giving the car modifications rules the swerve and seeing if you can get away with it? Think again! Those hot and beastly sets of wheels you see out and about on the roads are out there because the owner played by the rules. If they haven't

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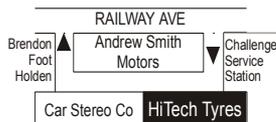
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been modified under the rules, it's likely they will be picked up by the police and their time on the road will be short.

Why have modifying rules

The rules weren't put there just to be a pain to you and your mates. They were made so that you, your mates and every other road user are driving safe vehicles. The best example is that if you mess with your brakes or suspension, you may have altered the way the vehicle handles. This could cause loss of handling at a crucial point and this could kill you.

More information

Any testing station will have the contact details of low volume and specialist certifiers. You can also contact the Land Transport Safety Authority Help Desk on 0800 108 809.



King Toyota

King Toyota now offer trade prices on all Toyota Genuine Parts & Accessories on production of your membership card. Also available are new and used vehicles at good rates. Any problems, please contact Andrew Mitchell at work on 920 7770 or home 526 9285.

Whitemans Valley Wander – Saturday, 3 May 2003

Apology: As a guest of your club I do not know everyone's name, so please excuse me if I have attributed an action or event to the wrong person(s) or spelt someone's name wrong.

After a Friday that had seen the first heavy rain in Wellington for some time, Saturday dawned with blue skies and gentle winds. Just right for four-wheel driving with the thought of wet tracks providing that added challenge. As a recent arrival from Canterbury this was to be my first experience of a CCVC Club 4x4 trip and I was interested in how it would compare after over 25 years of driving South Island conditions with the Canterbury Land-Rover Owners Club.

Being a newcomer to Wellington the first challenge is always to find the point where the trip starts and work out how long it takes to get there. However as there is only one road in and out of Whitemans Valley (4WD tracks excluded) this turned out to be easy and soon I was lined up with 20 other vehicles, from a 1942 Jeep to 1990's models of various persuasion, in the yard of Colin James farm. My first impressions were how friendly everyone was to me as a stranger in their midst.

John soon had all the paperwork efficiently dealt to and, after introducing

Colin who was to guide us through his property, briefed everyone on what to expect including the likelihood of encountering some wet and slippery tracks. At this point, knowing how trip leaders always struggle to get someone to provide a trip report, I volunteered to give a 'newcomers' view (though subsequent events would prove that I would have been volunteered anyway!).

The trip set off steadily climbing up the ridge behind the farm with a considerable amount of time spent in a tunnel formed by the pine trees that have grown above the track and then into native vegetation till we broke out for a clear view of the valley at the ridgeline. The track then descended towards the valley below and came to a short but reasonably steep section that was somewhat slippery. I was asked by Lane who was passenger in the vehicle in front if I would be okay and I said, "Yes, I've let the tyres down so it should be fine". Well either I'm getting out of practice or that North Island mud is more slippery than I thought, because imagine my embarrassment when about 20m from the bottom I executed a graceful slide sideways and into the brush on the track edge. I'll just gently back out I thought, but no, dang it, that mud is slippery stuff. At about this time the vehicle behind me, having given me plenty of distance but not being able to see over the brow of the hill, arrives and with a skilful piece of driving manages to come to halt just behind the truck (I admit I did brace for the impact). Ryan was quick to back up the conveniently placed track that went off to the left and a gentle pull on the winch had me lined up and on my way to the bottom of the hill (where I promptly let more pressure out of the tyres).

The track then wound down into the valley to a stream and out the other side,

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with two ways up the hill. Colin and John set off to check the steeper of the tracks and after some waiting the back end of the trip was advised to take the other way. On arriving at the upper junction we were able to look down the steeper track and see John give the first of a number of helpful “how to get recovered” demonstrations (at least that’s how he explained them to me). Using the combined length of his and Larry’s winch ropes he was soon up, followed by Gerald who made it all the way in flying ‘valve bouncing’ style. I think one other person made it and one or two backed out after unsuccessful attempts.

The track then climbed steadily to the ridgeline with superb views over the Hutt Valley before diving back into the bush. In the bush the general wetness and the amount of moss hanging from the trees indicated that the area probably spends a lot of time in the clouds (It was, for me, reminiscent of the West Coast bush). So it was a special bonus at one break in the bush to be able to see directly into downtown Wellington in the distance, a superb sight with the sparkling blue waters in front of the city.

Winding down this ridge brought us to lunch stop, which was pleasant clearing in the bush by a nice stream. After about 20 minutes it was noted that not all of the vehicles had arrived and a quick call on the radio said that “There had been a bit of hold-up but all were on their way.” The cause of the hold-up became apparent when Paul’s truck arrived with the front left-hand passenger door very buckled and held shut with a snatch strap wrapped round the pillar. Had he smashed sideways into a tree, had another truck run into him, had a passenger tried to get out with the truck going backwards? Not so, what had happened was that he had climbed out without either putting the vehicle in Park or applying the handbrake and back it rolled (I’m sure your club has a trophy for this kind of thing) into a tree. After a bit of gentle adjustment work with a high lift jack the door lined up enough to open and close but Paul (or his insurance company) would still be having meaningful discussions with a panel beater.

After lunch a play was had by some on a steep little slope, which had slippery rock on one wheel track and mud and a step on the other wheel track. Gerald was first to the task and despite giving it all just couldn’t make it with the front wheels losing traction at the vital point, Marcus was next and that front locker saw him scabble his way up, this spurred Gerald into having another go but no luck. Antony then had his turn but not only failed to get up but got stuck in a bog backing out (oops). Duncan (Tromp) then gave a magnificent display of persistence (urged on by his son in the front seat) but despite showing me what his number plate means “Tromp on that throttle” had to concede defeat after multiple attempts. After suitable asides were made to Larry about what a place to show off the new Simexes he proceeded to not only drive up but did so with consummate ease, I don’t think those wheels even lost traction for a

moment (maybe I can swap his lockers and tyres to my vehicle when he is not watching, also his turbo. No, on second thoughts maybe I'll just swap trucks).

Other suitable challenges were then found which provided suitable entertainment with both Antony and Gerald showing off their ability to take on a Punga in their way.

After lunch we set off up a muddy side track with John providing lesson two (how to winch yourself out when you are sideways to the track). Others then followed with some getting through and others having to be assisted through the worst on the end of a snatch strap. Further up the hill another muddy side-track saw John provide lesson three, which saw him with a bent side step.

At this point with the Hurricanes vs Brumbies game getting closer it was decided that a retreat down the valley and back out over the hill was in order. Everyone made it safely out and all agreed that it had been a great day with just the right mix of scenery, easier driving and the odd challenging bit.

My thanks to Colin James for letting us use his farm, to John for leading the trip, to Neil for keeping an eye on us from behind and to everyone for their friendly company. I look forward to joining the club and coming on more trips to practice those slippery downhill (I have learnt on this and a previous trip that lower tyre pressures are the order of the day for Wellington tracks and beaches compared to most Canterbury trips).

Philip Orchard

Footnote:

On the way home I decided to go out via the north end of the valley and rounding a corner was flagged down by Lane who was now catching a ride with Larry. A Morris 1100, driven by a youth who looked to be about 19, had come round the corner too fast and slid off the bank. It was down about 3 metres and amazingly still right way up. Under Lane's able control we hooked Larry onto the front with a strap and we attached my winch to the back. A gentle drive off by Larry saw the vehicle slide back up the bank and onto the road in an undamaged state. The youth who was driving got in and tried to start it but no go. So we gave him a push start and with a wave out the window he was off. He had told Lane that he "Had no money!" Looking at the car I suspect that if we had not come along he would probably have walked away from it rather than pay for a tow company to recover it.





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TROPHY AND CUP PRESENTATION 2002 - 2003

“New Life Members”

Rae Mulhare, Stuart Brown, Owen Fargher,

“John Philip Memorial Cup”

Club Champ 1st Overall

Gerald Bull

Club Champ 2nd Overall Andy Rowdan

Club Champ 3rd Overall Craig Smith

1st Round One Gerald Bull

1st Round Two Mark Stockler

1st Round Three Gerald Bull

1st Round Four Layne Jones

“Jean Cameron Trophy”

Manufacturers Challenge

“Red Cruiser Team”

Dave Hilleard, Andrew Mitchell, Mark Stockler, Howard McCabe

“Bob Jeffery Memorial Cup”

Helping Hand Award

Grant Purdie

“John Finlay Trophy”

Trip Leader of the Year

Ron Wadham

“Glengary Trophy”

Conservation Award

Bary Insull

“Deadwood Cup”

Best Presented Vehicle

Colin Landy

“BentConRod”

1st Home Vehicle Deadwood

Colin Landy

Badges

30 Year Member Ross Perkins, Owen Fargher

20 Year Member Ian Dixon, Craig Smith, Stuart Brown

10 Year Member Glenn Bullock, Norn Hill, Alan Bassett, John Lau, Dennis Barraud
Mike Craig, Michael Harris, Matt Paulin

Winner of the set of Four 4x4 Mud Tyres

Jim Johnson

Photo's ex Club Awards Night - Sat 10 May 2003



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.



WELFARE OFFICERS REPORT MAY 2003

Well I hope everyone enjoyed their long weekend as much as Neil and I did. Neil probably because he got to spend 3 out of 4 days away from yours truly, doing what he loves best 4x4ing and a blokey w/end as well (sorry Susan) and me because out of a list of 34 jobs to do, managed to get 24 of them done. However a few days on and trying to do 5 days work in 4 makes for a stressful time at work, not helped either by the fact that while new tyres was in the budget for this year, I made the fatal mistake, and didn't put a \$ limit on them. Something to watch out for in next years budget. However my bargain of the w/end (a pair of Boots) did mean that Neil's ear bashing wasn't quite so severe.

NEWS

Andrea & Murray McPhee - Really sorry Andrea to hear of your Grandfather passing away. You are both in our thoughts at this time. Our sincere condolences.

Paul & Gill Adams - Gill how on earth have you put up with that man for 32 years? (Let me in on the secret) No seriously well done the pair of you, Lets hope you have another 32 plus some together.

Shaun & Shannon - Sincere apologies. Somehow we missed getting your email regards the two of you getting married a few months back, and also the news of your expecting a baby. Congratulations to you both.

Kind Regards

Barbara Blackie (Z RED 1)

K215

PS THOUGHT FOR THE MONTH

BEAUTY TIPS (For the ladies in recognition of Mother's Day recently)

For attractive lips, speak words of kindness.

For lovely eyes, seek out the good in people.

For a slim figure, share your food with the hungry.

For beautiful hair, let a child run his or her fingers through it once a day.

For poise, walk with the knowledge you'll never walk alone.

People, even more than things, have to be restored, renewed, revived, reclaimed, and redeemed: Never throw out anybody.

Remember, if you ever need a helping hand, you'll find one at the end of your arm. As you grow older, you will discover that you have two hands. One for helping yourself, the other for helping others.

The beauty of a woman is not in the clothes she wears, the figure that she carries, or the way she combs her hair.

The beauty of a woman, must be seen from in her eyes, because that is the doorway to her heart. The place where love is.

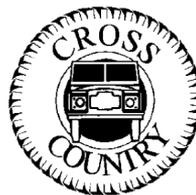
The beauty of a woman is not in a facial mole, but the true beauty in a woman is reflected in her soul.

It is the caring that she lovingly gives, the passion that she shows, and the beauty of a woman with passing years only grows.

The above was written by Audrey Hepburn

Taken from one of Dick Hubbards clipboard recently.

Membership Survey – December 2002



The CCVC committee sent out a membership survey in the December newsletter in order to gain an indication of the wishes of the members and the direction they wish the committee to steer the club.

Of the approx 250 questionnaires sent out, 55 were returned, making this a 22% response rate. This could be due to one of two reasons: (1) the members are not interested in what goes on in their club or (2) the members are very happy with the way the club is being run and wish to leave well alone.

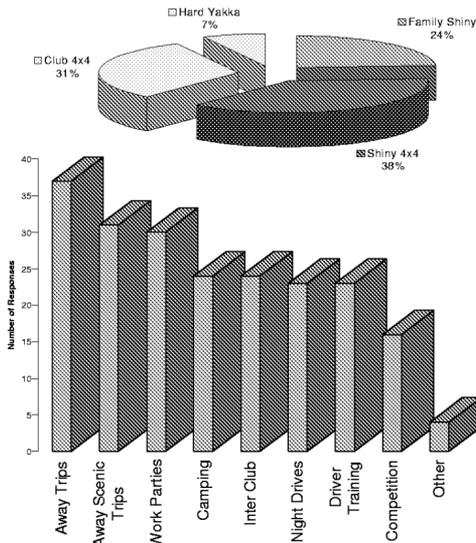
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The following is a summary of the survey responses including comments made:

In which aspect of four wheel driving are you most interested?

- 41 Shiny 4x4
- 34 Club 4x4
- 26 Family Shiny
- 8 Hard Yakka

- 37 Away trips (going to other parts of the country)
- 31 Away scenic trips (easy but very sociable, long weekends, etc)
- 30 Working parties
- 24 Camping Trips
- 24 Interclub trips
- 23 Night Drives
- 23 Driver Training
- 16 Competition
- 4 Other Mystery / Rally Run

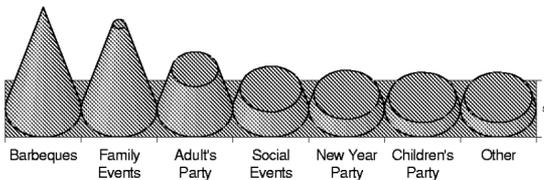


Should we limit the number of vehicles on trips?

- 34 Some suggested numbers were 50, 35, 30, 30, 25, 20, 10,
- 11 No
- 9 Yes suggested numbers were 50, 30, 20, 10

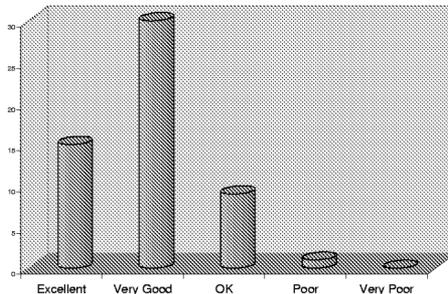
Thinking of social events, what has the most interest and importance to you?

- 36 Trip Barbeques
- 30 Family type events
- 14 Adults party
- 7 Social outings (meals out, etc)
- 5 New Year Party
- 4 Children's party
- 4 Other



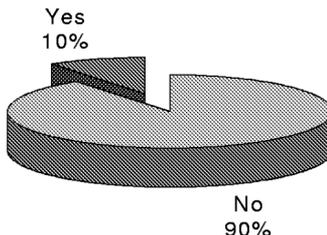
How do you rate club safety?

15 5 Excellent
 30 4 Very Good
 9 3 OK
 1 2 Poor
 0 1 Very Poor



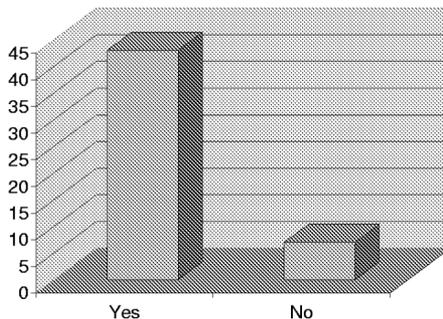
Do you think we need to cap club membership numbers?

46 No
 5 Yes



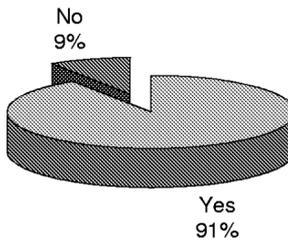
Should we be spending money on track maintenance?

43 Yes
 7 No



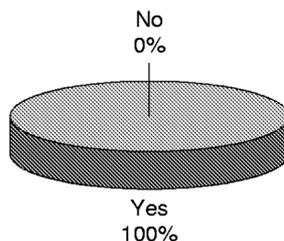
Are club trips generally well run (briefing, communication, etc)?

49 Yes
 5 No



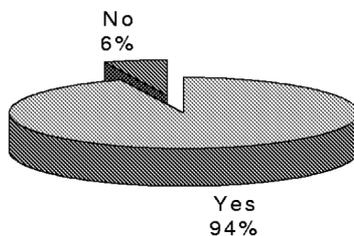
Are you happy with the club newsletter?

53 Yes
0 No



Should we continue with Deadwood?

32 Yes
2 No

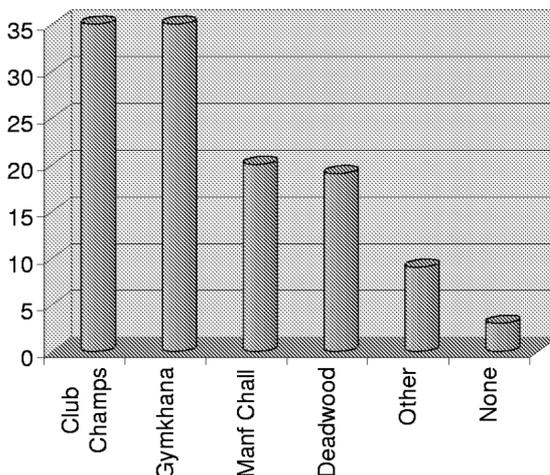


If we do continue with Deadwood, in what form should it be?

18 Fun rally
12 Competitive event open to the public
10 Participants pay to enter and spectators pay to enter

What type of competitive events do you want to see run by the club?

35 Club Champs
35 Fun gymkhanas
20 Manufacturers Challenge series
19 Deadwood
3 No competitive events
9 Other



Are you happy with club meetings?

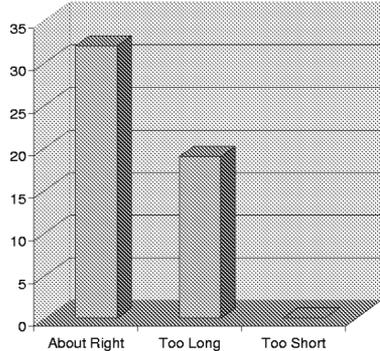
46 Yes
6 No

Are the club meetings balanced and informative?

41 Yes
7 No

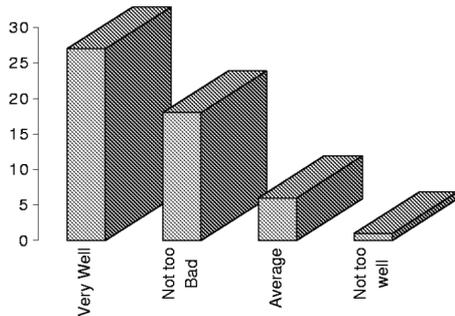
Are the club meetings a good length?

32 About Right
19 Too long
0 Too short



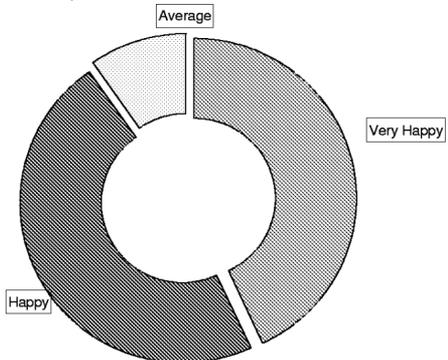
How well do you think the committee manages the club?

27 5 Very Well
18 4 Not too Bad
6 3 Average
1 2 Not too well
0 1 Poorly



How happy are you as a club member?

22 5 Very Happy
24 4 Happy
5 3 Average
0 2 Not Happy
0 1 Very unhappy



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Akatarawa Family Shiny 24 May 2003

This was only my second club trip, the first being last month's evening trip to the orange hut and pylon track. Unfortunately, this month I was only able to come as a passenger since a learner driver used my shiny Prado as his braking system on the Akatarawa Road few weeks ago and I am still waiting for parts. My thanks to Max and Gillian for taking me in their Surf. Being a passenger gave me plenty of time to enjoy the scenery.

The trip started from Totara Park on a nice easy forestry road, the biggest decision being whether to use diff lock or not. Soon, however, things got more interesting as we watched the vehicle in front of us going sideways down the track while trying to avoid the ruts. A quick stop to see an old sheep shearing shed turned into a longer stop and photo opportunity when we nearly got stuck in a muddy part of the track then our tail end Charlie got totally stuck in the same hole.

From there it was a very pleasant and uneventful trip up towards Deadwood peak for lunch. After lunch we headed out via the Pram track. A short stop at the Orange Hut was greeted with surprised comments of "I recognise this!" from our truck. These tracks still all look the same to me.

From the Orange Hut it was up to the pylon then out to the Moonshine Road. For the final part of the trip out from the pylon we expected to follow the same route as last time and were looking forward to seeing what we drove over in

the dark last time. As the track got more difficult it slowly dawned on us that we were not going the same way as last time. A deeply rutted piece of track saw the Surf slithering down on its belly and when this was followed by a very overgrown section that narrowed to not much more than a walking track we were seriously expecting to be told we were lost. Even when we finally arrived back at the road people were asking "where are we?". All credit to Ron though. We were exactly where we were meant to be and it was within 5 minutes of the time we were supposed to be coming out.

All told a great day that I am very glad to have been on. I just hope that I get my truck back in time for Ron's next trip in June.

David Coxon



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 021 439 183.

NEW MEMBERS

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



Rodney Brucefield - Nissan Terrano
Max George - Toyota Surf
Richard Hobbs - Nissan Terrano
Mark & Anna Jacobson - Jeep
Phillip Orchard - Nissan Safari
Stu Upton - Toyota Surf
Nigel White - Land Rover



PANZ Debrief

What is Jim Sutton up to?

Our Jim has recently appointed John Acland to chair a “Reference Group” looking at access issues. This group, composed primarily of members (or ex-members) of Federated Farmers, seems to be intent in replacing all current public rights to access the great outdoors with some new state-of-the-art legislation seeking to “clarify” the public’s right of access over both public and private lands.

Now whilst this appears at first sight to be a noble undertaking, beginning at last to fulfil the Labour Party’s election promise to improve recreational access, the methodologies adopted could well see a reduction rather than an improvement in your rights.

One organisation extremely alarmed by this Reference Group’s intentions, is Public Access New Zealand (PANZ). Now PANZ is a trust set up with the primary objective of improving public access to all public places such as sea, lakes, rivers etc, and all other places of recreational value.

I had the honour the other weekend of being invited along to a PANZ Conference in Dunedin, convened specifically to discuss Jim’s reference group, and formulate action plans to counter any negative recommendations that the group might produce.

PANZ particularly question the composition of the “Reference Group”, with so many farmers on board, are they the most able to decide what is in the best interest of recreational users? On the contrary, they seem only able to represent the interests of private landowners – hardly the same thing.

If a review of public access is truly the intention of this organisation, than why are all its deliberations being conducted behind closed doors, under the auspices of MAF? Surely seeking the input of recreational users such as PANZ, the various recreational groups etc., would be the most appropriate, but no.

New Zealanders already enjoy a formidable right of access to Public Lands, along the so-called Queens Chain, and along the veritable plethora of Legal Roads that criss-cross New Zealand affording the potential to access just about every recreational or scenic place in the Country. Our lawful rights are the envy of many recreational groups overseas – and rightly so.

But those rights are not defined in legislation. Rather, the right to travel along any road is enshrined in the Law of Highways. Now you won’t find this law defined in any act of Parliament, since it is primarily Common Law, or laws that have their origins in Centuries of legal findings by the Courts.

Your right of passage along any road in New Zealand (and that includes all the unformed Paper Roads) is absolute, and is supported entirely by the Courts. This Common Law right of unhindered passage started with the signing of Magna Carta on June 15th 1215, and has been built up since then through successive Court decisions,

the rulings of the English House of Lords, and of course the Privy Council. In 1840, this pre-existing Common Law was inherited by New Zealand, and has been sculpted and moulded even more to reflect the New Zealand model.

If then you have a Common Law that gives you an absolute right of access, why would you want to change it? As it stands, this law is dictated by the courts, not by Parliament.

The problem comes then, that once legislation is codified (enacted by Act of Parliament), MPs can play with it. How many reviews have we seen of the Resource Management Act, the Health and Safety in Employment Act, the Local Government Act etc? Just about every year one amendment or another is made – but why? Because politicians invariably fail to create perfect legislation in the first place, and then simply cannot resist the opportunity to tinker with it.

Our Centuries old Common Law of Highways is currently outside the scope of Parliament. It works perfectly well and needs no amateurish attempts by Parliament to change it !

Consider what your recreation would be like without guaranteed access along a road?
Andy

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INSURANCE - Off Road Cover. I was approached at the club champs about 4wd insurance cover. I understand that a number of members are having trouble insuring their 4wd when off road. A number of companies have stopped this cover. If you are having trouble give me a call.

Noel Cook, phone 566 6182 (wk), 027 445 8473 or

Scratchy Shiny, Puketiro Forest

24th May, Grant Purdie

T'was a cool and o'cast morning
On a Saturday, not long ago
When 21 trucks assembled
On a scratchy for to go.

Our masters name was Purdie
Whose job it was to lead
And into Puketiro Forest
The convoy was to head.

For traction was the purpose
Our tyres we did deflate
To a working comfort pressure
To reduce the risk of skate.

We found three trees for clearing
And chainsaws saw the drill
And further on a loggy swamp
We needed to refill.

We made it up Wainui Stream
With water all around
Then climbed the Hydro Saddle
Where Purdies phone did sound.

Then down to Orange Hut we went
With luncheon on our minds
And the welcome long-drop
The ladies were to find.

We munched and talked a little while
Before our leader said,
"and now we do the scratchy bit
that's lying just ahead".

Mr Seymour did the honours
In his large and powerful beast
Of making sure the access
Up through the forest was sweet.

Two Pajero's were the victims
Of errors on the day.
One had difficulty climbing
And the other, hard to say.

Its engine was a cranky
Not all cylinders on the run
And it kept on stalling
For to make the owners glum.
Poor Colin was a misery
A repair bill to be feared,
And thanks to Rogers Nissan
A tow was near at hand.

It was thanks for John for getting
The Pajero to Perhams road
Where Sir Giles in his Nissan
To Newlands was to tow.

And there it seemed a miracle
Was due to then unfold,
As the pesky Pajero motor
Did start and run like bold.

Unassisted, Colin and Verity
To Belmont did proceed,
With Bernie in his shiny white
Did support the truck in need.

And that is how it ended
That scratchy, shiny trip
With every vehicle safe and sound
The next venture on the bit.

See ya again, Bernie.

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Front and rear 1989 Hilux diffs with drive shafts and fixing brackets for leaf springs - \$600

Call Brett Chapman on 04 970 1177.

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), wallpapering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

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SCRATCHY SHINY 4X4 on May 24

21 trucks, “shiny as pins” and their people met at the corner of SH58 and Moonshine Road in fine weather, waiting expectantly for Grant Purdie (GP), our leader for the day, to give us his usual eloquently informative and mandatory drivers briefing. Roger S was designated 2IC and Bruce volunteered to be Tail End Charlie (TEC) for the day. That done, off we set into Puketiro Forest by way of Cooks Gate at the end of Bulls Run Road.

Our first indication that the previous 3-4 days rain was to provide some challenges came as we turned off the main road to head down into the valley. GP warned, “Be careful, it’s very slippery.” We were, and it was! Down on the valley floor we had a scenic tootle beside a babbling stream, verdant fern-covered banks and the lush green grass - more evidence of the rain and tender shoots springing from the earth beneath our chunky tyres. A minor delay found GP yanking the chainsaw into action and minutes later, onward once more, we passed a tidy pile of freshly sawn *Pinus Radiata*.

Having successfully negotiated the valley, we were immediately into the steady rock/gravel climb up the Zig-Zag. Up and up we went and had a brief stop at the pylon on the skyline. Here some of us admired the view while GP made radio contact with Ron W who was leading a trip on the other side of the forest. Our party regrouped and lunch was mentioned, so we all made a beeline down Hydro Road to the Orange Hut. We devoured our lunches, slurped down our hot drinks and enjoyed a little social interaction on a calm windless day - cool but no rain, the sun feebly shining through light cloud cover.

Once replete, we set off across the concrete ford and into the old Manufacturers Challenge area at the top of the Hydro valley. An innocent enough looking area, methinks! Well, at least until we reach those murky water-filled holes. Are they deep, one asks, or are they not? What dangers lurk beneath the surface? With Rogers’ confident urging, all that were not wanting to be seen as wimps, gave these challenges ‘a go’. A bit of recovering was required for some and there were certainly some impressive displays of speed versus deep muddy water that saw windscreen wipers beating furiously, drivers temporarily blinded and far fewer “shiny as a pin” trucks afterwards.

Now bear with me while I begin to self-indulge from now on, as it appears that in this murky hole we earned the Trip Reporters job. Following our recovery from the murky hole where we had stalled, we detected some loss of mechanical power, but off we motored. Next came a good and deep boggy hole with a steep exit and a couple of strategically placed (ie. dangerously close) pine trees. The big grunTERS and the little lightees managed well. WE (in our truck) JUST OBSERVED - and worried. Something wasn’t right.

Strange noises and shuddering were coming from under OUR bonnet. Also a strange new bird was to be heard in the forest, which was eventually tracked down to Bruce's drowning burglar alarm.

From here it was a long steep slippery climb in the ruts. Good fun – lots of revving and mud flying, in a natural bush setting, a time for great enjoyment. HOWEVER - our truck shuddered horrifically and stalled at our attempts to keep up. Our hearts pounded, our brows sweated as we willed the beasts shuddering and stalling to stop. Power would return and we'd surge forward to be at the top, onlookers cheering.

WELL - all the will in the world wasn't working and we began holding up the trip. By now most trucks had made it to the top (we were 3 from TEC) with assistance, or not. The decision was made to manhandle the beast around on the narrow track and slide back down the slippery slope with no power and limited brakes. I walked! I noted on my way that there must be plenty of deer as the tender tops were nibbled off the bushes.....and I hoped I wouldn't get shot wearing my orange polar fleece top and black CCVC beanie.

With towing assistance from Paul's blue Cruiser and then Roger's grunter, we made our way back to the twin gates; where Roger gave us some air for our tyres and lots of calm reassurance. A cuppa while we waited for the rest of the trip to continue to the top of the hill and meet us at the twin gates. 3 that weren't happy about their tyres on the slippery slope down had left the group to come the other way, where they missed an intersection; going in the wrong direction. Thank goodness for club radios and cool heads. At the regroup, Roger and 15 others headed off to exit at Totara Park.

It was a bit hair raising at times (and I guess slow for the other 4) getting us, under tow from John, back to Maungatuk. Gate, arriving just on dark. We all cleaned up our lights and number plates, GP headed off to a party and the rest of us home. Giles towed us to Newlands with Bernie escorting in the rear. At Newlands, the truck sort of started and we limped home to the Hutt, with Bernie following.

It was a real bugger for us that we couldn't finish a trip that was excellent fun and we had been enjoying immensely. Thank you Grant for your efficient organisation of the day. And thanks to Paul, Roger, John, Giles and Bernie for your tows; and the others who gave advice on the day. We still don't quite know what the problem is – investigations are continuing – but apparently a 'hydraulic' is likely, with big dollars and long time off the road.

Verity – K225



Introducing:

Name: Grant Purdie (CCVC President)
Known as: Grant
Occupation: Information Systems Management and Consultancy

	Vehicle 1	Vehicle 2
Make:	Toyota	Toyota
Model:	Landcruiser FJ40	Landcruiser Series 80
Year:	1984	1995
Colour:	Red	Dark Green
Mods:	Numerous over many years	None (yet)

What got you into four wheel driving? *I love driving and I love off-road (was into dirt bikes when younger)*

What was your best 4WD experience? *Too numerous to consider any single one. Mostly getting through difficult tracks, also experiencing the many awesome and unusually views of the Wellington region from the places we go.*

What was your worst 4WD experience? *Being on the scene when a member rolled down a cliff (this has happened twice!)*

Ideas, comments, suggestions for the club: *Be positive, be part of making things happen, think of the wider causes of 4wd and land access.*

Why did you join the committee? *It became apparent that the club was short of people with organisational skills and I realised that, despite my reluctance to be on a committee, I could become part of a team and contribute towards making progress in some areas - in particular trip planning in the days when we were lucky to get a trip a month.*

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BRANCHES THROUGHOUT NEW ZEALAND

Introducing:

Name: Mark Wilson (CCVC Webmaster)
Known as: Mark
Occupation: Telecommunications Consultant for TelstraClear

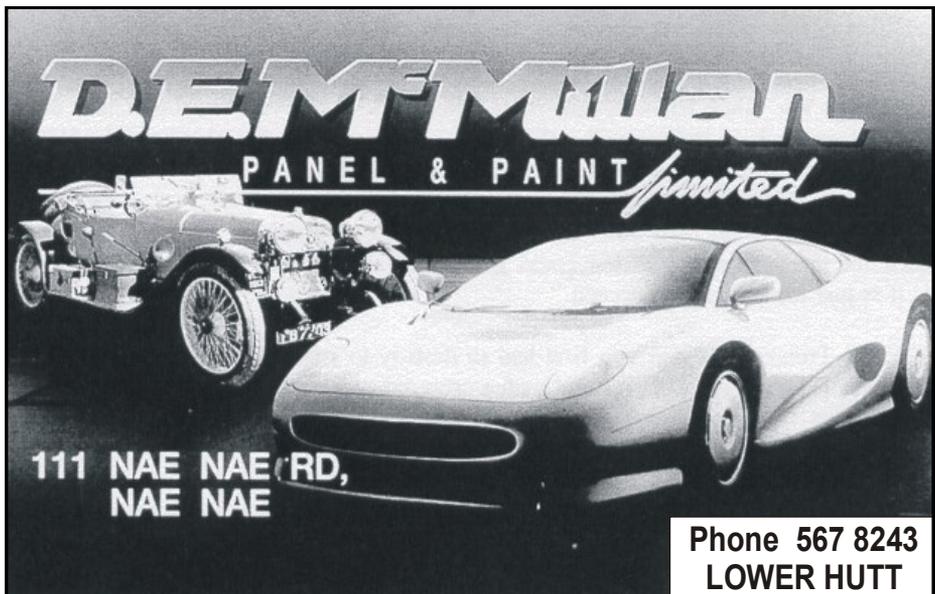
	Vehicle 1	Vehicle 2
Make:	Toyota	Toyota
Model:	Landcruiser FJ40	Landcruiser FJ62
Year:	1974	1989
Colour:	Red, white (+ brown primer)	Grey
Mods:	383 cu in Chev, power steer, front discs, OME springs, winch	Winch, LPG

What got you into four wheel driving? *A long held interest in owning a 4WD for access to back country locations.*

What was your best 4WD experience? *I've had lots of great experiences but probably the most memorable was the first time going through the quad tracks up the coast from Foxton - it's a pity they're now off limits.*

What was your worst 4WD experience? *A failed hillclimb (uncontrolled reverse downhill slide) on a slippery grass slope with a load of kids in the back. Thanks to Andy's training I now know what to do!*

Ideas, comments, suggestions for the club: *Add a "Young Drivers" mini event to Club Champs - say some safe and suitable hazards for the 12 to 16 yr age group to give the younger ones a go in a safe but slightly more challenging environment.*



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Can anyone spot an OSH issue in each of these?



Committee Meeting Highlights.

1. Welcome - existing and new committee members were welcomed by Grant.
2. Electronic Banking - this is to be trailed as an aid to the club beanies, for both getting account balances and paying accounts (but only after the payments have been approved at a committee meeting).
3. Wellington's South Coast - map and explanation to be included in newsletter explaining no-go areas and reasons.
4. Wellington Regional Council - submission on the draft regional parks network management plan submitted.
5. Johnson's Road - survey of this paper road about to be undertaken.
6. Deadwood - our trademarked name to be loaned to Windy City club for a trial in Whitemans Valley.
7. Safety committee - finalising guidelines for the mounting of towhooks, and will be published when completed. Also a few safety issues with members from last month have been cleared up.
8. MotorSport / NZ4WD Association - two annual conferences attended over the past month. Presentation and voting to take place at next general meeting.
9. Budget - draft budget discussed and finalised but final budget depends on the results of the MotorSport / NZ4WD Association vote.
10. Membership Survey - abbreviated summary into the newsletter
11. Superwinch - storage and uses need to be found to keep this asset in good working order.

Are you a new member? Do you get the News emails from the club? Do you have access to the club's website memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members. Some useful email addresses are:

Webmaster@ccvc.org.nz (general web site queries)
 lists@ccvc.org.nz (contact the person who administers the list servs)
 Trips@ccvc.org.nz (contact the Trip Coordinator)
 newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
 Database@ccvc.org.nz (contact the membership database administrator)
 Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)

External Organisation Voting System

With the big debate on which, if any organisation we should align ourselves with, due this Club Night, El Presidentee has asked me to detail the voting system the committee suggests we use.

As there will be four options and we each have one vote we will ask that you move to the corner of the room marked with the option you want to vote for.

Dead simple!

The associate members and those not wishing or for other reason can't vote will be asked to stay in the middle of the room seated.

Two of those people will then count the votes, or people in each corner and advise the chairman. That way we are hoping for a clean, honest count!!

In the event that one of the four (4) options gains a majority of at least 51% of all the votes, that option will be carried.

In the event that no clear option is found we will re-address the issue with a two way vote:

Join NZ4WDA / or not, ayes in one corner, nays in the other and counted

Join MSNZ / or not, ayes in one corner, nays in the other and counted

In both cases abstentions and can't votes to stay seated.

In the event that the first (past the post) vote doesn't create a clear majority, the option of voting twice will.

Confused, don't worry, wait till you see it on the night!!

On behalf of the committee
Paul

The National Transportation Safety Board recently divulged they had covertly funded a project with the US auto makers for the past five years, whereby the auto makers were installing black boxes in four-wheel drive pickup trucks in an effort to determine, in fatal accidents, the circumstances in the last 15 seconds before the crash.

They were surprised to find in 45 of the 50 states the last words of drivers in 61.2 percent of fatal crashes were, "Oh, Shit!" Only the states of Oklahoma, Missouri, Arkansas, Alabama and Texas were different, where over 89.3 percent of the final words were: "Hold my beer and watch this"

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Captain's Cave Bay

Venue: Long Gully / Sth Coast Category: Shiny 4X4

Trip Leader: Roger Seymour Phones: 04-568-2518 Callsign: K 110
021-424-351

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

Limited Numbers: No Yes _____

Trip Meeting Point: Wind Turbine, Brooklyn

Meeting Time Date: Sunday 15 Jun 03 Time: 9.00 am

Drivers Briefing Date: Sunday 15 Jun 03 Time: 9.15 am

Trip Departure Date: Sunday 15 Jun 03 Time: 9.30 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: The Wind Turbine – early finish

Date: Sunday 15 /06/03 Time: 2pm-3pm

Fuel required for: _____ Kms / Days Available at: _____

Food & Drink for: One Days Available at: _____

Trip 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: _____

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

Track type:

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: *Low tide is at 11:00 – plan is for this trip to make it right round to Cable Bay – NOTE: Long Gully is just a drive through for access, with no charge, but we have been asked to stay out of the pot holes on the road. A work party is being arranged to fill them in.*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: White Rock – Family trip

Venue: Wairarapa Coast / Tora Category: Family

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ron Wadham Phones: 04-563 7907 Callsign: K 55
025 210 6455

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

Limited Numbers: No Yes

Trip Meeting Point: Mobil Featherston (Revans St, at rear)

Meeting Time Date: Sunday 15 June 2003 Time: 9:00 am

Drivers Briefing Date: Sunday 15 June 2003 Time: 9:15 am

Trip Departure Date: Sunday 15 June 2002 Time: 9:30 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: Mobil Featherston

Date: Sunday 15 June 2003 Time: 5:00pm

Fuel required for: 170 km Kms / Days Available at: Featherston / Pironoa

Food & Drink for: 1 Days Available at: Featherston / Pironoa

Trip Fee: \$20.00 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:

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

Track type:

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

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: Visitors welcome

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Akitio Weekend Trip

Venue: Wairarapa East Coast Category: Shiny 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Jim Johnson Phones: 04-938 9404 Callsign: K 109
021 389 404

Bookings Required: No Yes Book with Trip Leader before: 13 June 2003

Limited Numbers: No Yes 48

Trip Meeting Point: Akitio Community Centre Hall

Meeting Time Date: Friday 20 June 2003 Time: From 3:00 pm

Drivers Briefing Date: Saturday 21 June 2003 Time: 9:00 am

Trip Departure Date: Saturday 21 June 2003 Time: 9:15 am

Alternative Meeting Point: Akitio Community Centre Hall – On Saturday Morning

Date: 21 June 2003 Time: 9:00 am SHARP!!

Expected Finishing Point: Castle Point

Date: Sunday 22 June Time: 3:00 pm approx

Fuel required for: 100 km x 2 Kms / Days Available at: Masterton

Food & Drink for: 2 Days Available at: Masterton

Trip Fee: \$25.00 total Per vehicle/day Camp Fee: \$16 or \$8 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 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 recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

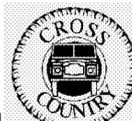
Track type:

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input 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 checked="" type="checkbox"/> Steep ascents/descents |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: Phone trip leader for additional detail. Accommodation \$16/night/adult, \$8 kids. If arriving Saturday morning be sure to talk to Jim and be on time please. Trip fee \$25 covers both days.

Cross Country Vehicle Club (Wellington) Inc.



VEHICLE CLUB
Wellington (inc)

Trip Information Sheet

Trip Name: Foxton Beach Coast Care - passenger trip

Venue: Horowhenua Area Category: Shiny 4x4

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

Bookings Required: No Yes Book with Trip Leader before: Wed 18 June

Limited Numbers: No Yes

Trip Meeting Point: Opposite Railway Station, State Highway 1, Levin

Meeting Time Date: Saturday 21 June 2003 Time: 9:45 am

Drivers Briefing Date: Saturday 21 June 2003 Time: 9:55 am

Trip Departure Date: Saturday 21 June 2003 Time: 10:00 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: As above

Date: Saturday 21/06/03 Time: 4 pm approx

Fuel required for: 50 / 1 Kms / Days Available at: Levin

Food & Drink for: 1 Days Available at: Levin

Trip 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:

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 stop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended 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 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 type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: *Trip to take members of the FBCC around the area – volunteers please, as we need seats available in vehicles for passengers. Be prepared to clear away some bushes. If this works out well we may have future access to this area.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: Clarke's Creek

Venue: Akatarawa Forest Category: Club 4x4

Trip Leader: Leon Zwetsloot Phones: 04-528 3388 Callsign: K 28

Bookings Required: No Yes Book with Trip Leader before: 19 June

Limited Numbers: No Yes 12

Trip Meeting Point: Totara Park, turn left just over bridge

Meeting Time Date: Sun 22 June 2003 Time: 8:40 am

Drivers Briefing Date: Sun 22 June 2003 Time: 8:55 am

Trip Departure Date: Sun 22 June 2003 Time: 9:00 am

Alternative Meeting Point: _____

Date: _____ Time: _____

Expected Finishing Point: As above

Date: Sun 22 June 2003 Time: 3:30 pm approx

Fuel required for: 35 Kms Available at: Upper Hutt

Food & Drink for: 1 Days Available at: Upper Hutt

Trip 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: _____

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 recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred but not essential
- 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 type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Average ascents/descents |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Steep ascents/descents |

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: Access to be confirmed at club night.
Can contact Leon via e-mail, Leonz@xtra.co.nz

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Training Module 1 – for July

Venue: Totara Park Category: Training

Trip Leader: Andy Cockroft Phones: 04-972-5558 Callsign: K 26
027 448 2310

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

Trip Meeting Point: Totara Park, across bridge then first left, meet at gate.
 Meeting Time Date: Sunday 6 July Time: 09:30
 Drivers Briefing Date: Sunday 6/07/03 Time: 09:45
 Trip Departure Date: Sunday 6/07/03 Time: 10:00

Alternative Meeting Point: _____
 Date: _____ Time: _____

Expected Finishing Point: As above.
 Date: Sunday 6/07/03 Time: 16:00

Fuel required for: 10/1 Kms / Days Available at: Upper Hutt
Food & Drink for: 1 Days Available at: Upper Hutt
Trip 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: _____

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 recommended all vehicles
 Any tyres suitable
 Mud tyres preferable
 Good mud tyres essential
 Winch required
 Extra recovery gear an advantage

Track type:
 Mostly Some Optional
 Gravel
 Beach or sand
 Clay or mud
 Rocky or river boulders
 Creeks, small rivers
 Deep rivers, water holes
 Deep mud holes
 Average ascents/descents
 Steep ascents/descents

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Notes: *Member's vehicles are expected to conform to minimum Club standards for all equipment.*



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 sidings.

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.

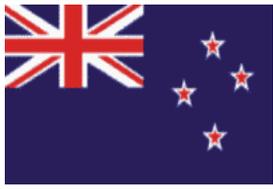
Trip Database

From: 11/6/2003 To: 30/11/2003

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 11/06/03	1	Club Night	Meetings	Petone Working Mens Club	Neil Blackie	Grant Purdie	C	7:30pm	831
Sat 14/06/03	1	FBCC Public Meeting & Committee Meeting	Meetings	Foxton Beach			C	Public meeting is about the new sea wall.	907
Sun 15/06/03	1	White Rock / Tora	Family Shiny	Wairarapa Coast	Ron Wadham	Ron Wadham	C		878
Sun 15/06/03	1	Captain's Cave Bay Trip	Shiny 4X4	Wellington South Coast	Roger Seymour	Roger Seymour	C	Low tide is 11 am.	879
Wed 18/06/03	1	GFS Workshop	Training	Petone Working Men's Club	Andy Cockroft	Andy Cockroft	C	7:30	906
Fri 20/06/03	3	Akito weekend trip	Shiny 4X4	Wairarapa East Coast	Jim Johnson	Jim Johnson	C	limited accomidation book with leader	898
Sat 21/06/03	1	FBCC Recce	Shiny 4X4	Horowhenua Area	Grant Purdie	Grant Purdie	C	Seats need for passangers please	884
Sun 22/06/03	1	Clarke's Creek	Club 4X4	Akatarawa Forest	Leon Zwetsloot	Leon Zwetsloot	C		880
Wed 25/06/03	1	Committee Meeting	Meetings	tba	Neil Blackie	Grant Purdie	C	8:00pm - Venue to be confirmed	838
Wed 02/07/03	1	Theory 1	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		819
Sun 06/07/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		847
Wed 09/07/03	1	Club Night	Meetings	Petone Working Mens Club	-tba-	-tba-	C	7:30pm	832
Sat 12/07/03	1	Riders for Disabled Work Party	Special	Porirua Hospital Grounds	John Hughes	John Hughes	T		899
Sun 13/07/03	1	-tba-	Shiny 4X4	-tba-	-tba-	-tba-	T		886
Mon 14/07/03	1	ARAC Committee	Meetings				P		859
Sat 19/07/03	1	-tba-	Hard Yakka	-tba-	-tba-	-tba-	T		887
Sun 20/07/03	1	-tba-	Family Shiny	-tba-	-tba-	-tba-	T		885

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notices	Trip ID
Sun 20/07/03	1	Winter Rallywoods	Club 4X4	Rallywoods	Steve O'Callaghan	Steve O'Callaghan	C		888
Mon 28/07/03	1	ARAC/WRC Liaison Meeting	Meetings				P		861
Wed 30/07/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-ba-	-ba-	C	8:00pm	839
Wed 06/08/03	1	Theory 2	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		820
Sun 10/08/03	1	Training Module 2	Training	Canon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		848
Sun 10/08/03	1	Whitemans Tough Trucks	Club 4X4	Whitemans Valley	Antony Royal	-ba-	T	Date to be confirmed	902
Wed 13/08/03	1	Club Night	Meetings	Petone Working Mens Club	-ba-	-ba-	C	7:30pm	833
Sat 16/08/03	1	-ba-	Family Shiny	-ba-	-ba-	-ba-	T		903
Sun 17/08/03	1	-ba-	Shiny 4X4	-ba-	-ba-	-ba-	T		904
Sun 24/08/03	1	-ba-	Hard Yakka	-ba-	-ba-	-ba-	T		905
Wed 27/08/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-ba-	-ba-	C	8:00pm	840
Wed 03/09/03	1	Theory 1	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		821
Sat 06/09/03	1	Training Module 1	Training	Canon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		849
Wed 10/09/03	1	Club Night	Meetings	Petone Working Mens Club	-ba-	-ba-	C	7:30pm	834
Wed 24/09/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-ba-	-ba-	C	8:00pm	841
Sun 28/09/03	1	Waterloo School Fundraiser	Family Shiny	-ba-	Roger Seymour	-ba-	T	Date to be confirmed.	863

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 01/10/03	1	Theory 2	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		822
Sat 04/10/03	1	Training Module 2	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		850
Sun 05/10/03	1	Waterloo School Fundraiser - Rain-Off Date	Family Shiny	-tba-	Roger Seymour	-tba-	T	Date to be confirmed.	889
Wed 08/10/03	1	Club Night	Meetings	Petone Working Mens Club	-tba-	-tba-	C	7:30pm	835
Sat 25/10/03	3	Labour Weekend at Foxton	All	Foxton Beach			C		890
Wed 29/10/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	-tba-	C	8:00pm	842
Mon 03/11/03	1	ARAC Committee	Meetings				P		860
Wed 05/11/03	1	Theory 1	Training	Petone Working Mens Club 7:30pm	Andy Cockroft	Andy Cockroft	C		823
Sat 08/11/03	2	NZ4WD Magazine Readers Trips	Special	Akatarawa Forest	-tba-	-tba-	P	CCVC to host these trips.	812
Sat 08/11/03	1	Guy Fawkes Trip	Family Shiny	-tba-	-tba-	-tba-	T		891
Sat 08/11/03	1	Guy Fawkes Trip	Shiny 4X4	-tba-	-tba-	-tba-	T		892
Sun 09/11/03	1	Training Module 1	Training	Cannon's Point, Akatarawa Forest	Andy Cockroft	Andy Cockroft	C		851
Wed 12/11/03	1	Club Night	Meetings	Petone Working Mens Club	-tba-	-tba-	C	7:30pm	836
Sat 15/11/03	1	Tutumuri	Family Shiny	South Wairarapa	Barry Insull	Barry Insull	T	To be organised. Date to be set.	875
Sat 15/11/03	1	Corporate Fundraiser	Family Shiny	-tba-	Roger Seymour	-tba-	T	Date to be confirmed.	882
Mon 17/11/03	1	ARAC/WRC Liaison Meeting	Meetings				P		862
Wed 26/11/03	1	Committee Meeting	Meetings	Petone Working Mens Club	-tba-	-tba-	C	8:00pm	843



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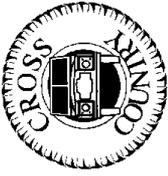
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Saturday 10:00am - 1:00pm

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VEHICLE CLUB
Wellington (inc)

