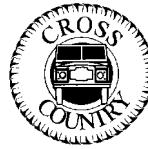




VEHICLE CLUB  
Wellington (inc)

# Cross Country Chronicle



VEHICLE CLUB  
Wellington (inc)



# July 2000

The Official Magazine of

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

[www.ccv.org.nz](http://www.ccv.org.nz)



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## EDITORIAL RAMBLINGS

Another newsletter - oh how time flies. Unfortunately this issue has been a little rushed as I'm off to Auckland tomorrow and have to drop this into our printers on the way.

You will notice that there is another North Island Four Wheel Drive Challenge advertisement further on in this newsletter - it is for this very trip that I am travelling to Auckland, as I am sussing out tracks in the forests and beaches around the Auckland area over this weekend. Unfortunately the northern half of the North Island gas had heaps of rain over the last week, so things will be really wet and slippery I imagine (oh what a shame...hahaha!).

Anyway, now that I have that commercial plug out of the way (see Andy's President's Piece further on too!) read on for the usual array of articles and the odd trip report.

Alan...

## Vehicle For Sale

Phone Alan Donaldson  
04 564 3045 (hm)  
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**SWB 70 Series Toyota Land Cruiser**  
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Cover Photo: *Group gathering on a recent Scout outing in the Akatarawas.*



# Cross Country Chronicle



## *President's Piece*

It's been some time since I had the opportunity to put pen to paper in providing a President's Piece for you. My apologies for that, I've just been so busy putting the finishing touches to my next book Oh what the hell 4WD North Island "91 New Backcountry Adventures". It should be on the bookshelves in the next six to eight weeks at \$39.95.

Having now got that totally unwarranted advertorial out of the way, what else has been happening?

I suppose from my perspective, the survey so professionally undertaken by Dave Jones is providing some excellent insights into how we are performing, what you like and what you dislike. Whilst the analysis clearly shows overwhelming support for the way we operate, there are many useful suggestions that we need to take on board to make things even better.

That doesn't mean we can please all of the people all of the time. There are issues that really create conflict between differing groups. How we manage these differences (indeed, we should wholeheartedly celebrate our differences), will be vital to your perceptions of whether you get excellent enjoyment, value for money and satisfaction from belonging to what is now probably the largest 4WD Club in New Zealand.

With the newly adopted rules on Family Membership, I can see our numbers easily breaking 400 by year's end, that simply means that everyone (not just the driver) has a sense of "belonging", a sense of "Family" and quite rightly too!

But other things can conspire against us. Some still suggest that the Club Meetings are too long and tedious. That is regrettably part of the trade off. If you want short, informal meetings, you'll have to totally delegate the running of the Club to Committee. No bleating, no complaints, good or bad, the Committees' decisions would be final.

I find that aspect very disconcerting, simply because it would allow some (future) despotic individuals to dominate the Clubs' affairs, with no right of redress from you the Members. To me that is totally unacceptable. Far rather we have short but insightful debate on topics, debate held out in the open where all can contribute, than be handed a dictate from a closeted Committee.

Other things are perhaps easier to deal with. We have decided to rename the "Shiny Novice" category back to its original "Family" title. The reasons are two-fold. Firstly, it sounds quite frankly a bit wimpy I like shiny novice runs, but none of my vehicles are shiny and I hope I'm over that novice hurdle by now although there are times.....

The Family nomenclature more correctly describes the trips as gatherings for the whole family. True, they are more laid back and certainly less threatening in terms of safety and risk of vehicle



# Cross Country Chronicle

## *President's Piece (cont)*

damage. That's what makes them ideal for newer members or prospective members to hone their off-road skills in a low-risk environ.

For those who want to take a back seat and play no part in organising the Clubs' affairs, you will have to take our word for the usefulness of these various affiliations (or not as the case may be).

ARAC is absolutely indispensable to our operation. If you doubt their veracity, consider how much off road driving you would be able to do without access to ARAC "assisted administration" lands. The Akatarawa Forest would be closed to us by now; Odlins Road would be blocked at the 9km mark. Sutherlands Track would probably go the same way, and there would certainly be no real fighting force attacking Lower Hutt Council over its mismanagement of the Eastern Hills debacle.

That's probably 50% at least of our off-road areas to some extent or other supported by just one organisation. But there are others. Motorsport is a classic example.

Many of you I know dislike the old MANZ big-brother approach, and are justifiably cautious of anything to do with them. The simple fact is that we can gain a lot from the now renamed Motorsport. Only this year, for the first time, have we got our delegate onto a Motorsport Council. They are beginning to take us seriously. Yet these things take time. This is our 4<sup>th</sup> year of Membership, so I don't think we're doing too badly.

At the same time, many other 4WD groups are looking at joining us.

In any event, we have made it patently clear that should Motorsport overplay their hand, we will walk away. Things can't be simpler than that, but whilst it suits us to belong.....

As for other affiliations, I believe we need more not less. We have yet to ratify our affiliation to Public Access New Zealand. We used to belong, now we don't. Why not?

In this day and age, we must present ourselves as a credible, responsible and trustworthy group. If we do less than that, we deserve everything we get.

On that sombre note, I wish you all a most enjoyable month's off-road adventures and see you all out there.

Andy





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# Cross Country Chronicle

## First Aid Kits

TO ALL TRIP LEADERS

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

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

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

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



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STEERING:	Holden power steering box.
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BRAKES (Front / Rear):	Disc Brakes (closed swivel housing) / Standard Drums.
WHEELS / TYRES:	750X16 SATs' (excellent cond) on white steel spoke rims.
OTHER:	Full Roll Cage. Soft Top - two piece (heavy duty PVC). Some minor body rust/ handbrake needs attention (shoes)/ Oil leaking from power steering box.
Overall Condition:	(Inclusive of price) Transfer Case/ complete front diff. (incl discs, Calipers and cable operated diff lock (Dana 44 open knuckle)).
Spare Parts:	(Inclusive of price) Transfer Case/ complete front diff. (incl discs, Calipers and cable operated diff lock (Dana 44 open knuckle)).

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## *The North Island Four Wheel Drive Challenge*

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



**tread lightly!**<sup>®</sup>  
LEAVING A GOOD IMPRESSION



For an information pack please write to:

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

**Or email  
[BFGNIC@xtra.co.nz](mailto:BFGNIC@xtra.co.nz)**

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



# Cross Country Chronicle

I / We are interested in further information relating to the proposed North Island Four Wheel Drive Challenge to be held in January 2001.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone : Day \_\_\_\_\_

Night \_\_\_\_\_

Vehicle: Make \_\_\_\_\_

Model \_\_\_\_\_

Year \_\_\_\_\_

No of people: \_\_\_\_\_

Please forward to:

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



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## EQUIPMENT REQUIRED ON CLUB TRIPS.

Please note that the following equipment is required on all Club trips.

- Front and rear tow hooks
- Shovel
- Fire extinguisher
- First-aid kit
- Basic tool kit
- Tow rope
- Roll bar for all open / soft top vehicles

If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip.

## TRIP/CONVOY RULES

1. The trip leader is always in charge. Please recognise their authority, follow their instructions and give him/her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch the vehicle spacing on public roads so that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.

**D. N. Rowse**

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## SAFETY CHECKS

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

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

As a reminder our club inspectors are:

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

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

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

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

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

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SHUBBS  
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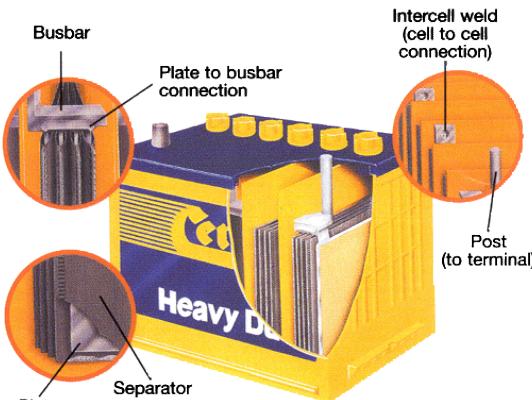
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## WHY BATTERIES NEED REPLACING

Common reasons for "end of battery life" fall into a limited number of categories.

### **1. Needs recharge only / still serviceable:**

A recent U.S. Battery study has shown that up to 15% of batteries replaced are simply flat or partially discharged. Batteries that are flat or partially discharged, and which can be fully restored after recharging, can be re-installed in a vehicle. It is important to test all batteries being replaced, as there may be a problem with the vehicle's electrical system.



### **2. Usage related failure:**

This occurs when a battery has prematurely failed due to extreme conditions of use commonly found in a harsh climate. Such failures include:

- ! **Low electrolyte levels** expose the busbars and ultimately the upper portion of the plates that can cause irreversible sulphation, and can accelerate corrosion. The low electrolyte levels can be the result of lack of battery maintenance, or as a result of overcharging where fluid is lost through gassing. As an additional problem, the acid concentration in the battery from lower electrolyte levels can cause increased corrosion of the remaining 'wet' part of plates. Batteries with higher electrolyte volume above the plates assist in minimising these problems, and ensuring batteries are regularly maintained when operating in harsh conditions will also prolong battery life.
- ! **High under bonnet operating temperature.** Harsh operating conditions, and increasing vehicle under bonnet operating temperatures, can cause early battery failure through a number of areas. These conditions contribute to corrosion of the positive plate, grid growth that can result in a short circuit, and loss of plate active material.
- ! **Vibration effects.** This can cause physical damage to battery components and often sudden failure of the battery. Vibration damage can include:
  - ! loss of active material from the plates, resulting in a loss of battery charge and possible short circuits.
  - ! broken or cracked grid frames, causing short circuits; usually causing separator damage.
  - ! perforation of the separator envelopes at the bottom where the plates sit in the battery case. This can result in short circuits.
- ! **Overcharging.** Where the vehicle charging system has been operating at a higher than normal voltage, the battery is subjected to virtually continuous charging. This can result in faster grid corrosion, loss of plate active material, loss of electrolyte, plate growth and eventual disintegration of the positive plate.
- ! **Undercharging.** This can occur when the vehicle voltage charging system is too low to fully recharge the battery. The result is a loss of charge and irreversible sulphation of the battery.



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### 3. Plate or Grid Related Corrosion:

Grid corrosion of the Positive plates within a battery is a normal 'end of battery life' condition that is commonly caused due to higher operating temperatures, overcharging or loss of electrolyte fluid. Of the positive and negative plates within a battery, it is the positive plates where the grid metal can completely oxidise and disintegrate due to these operating conditions.

Different alloys added to the positive grid lead can have an affect on the corrosion rate. Antimonial lead grids generally have a higher corrosion resistance than calcium lead grids, and along with higher volumes of electrolyte above the plates, can help overcome this problem, allowing batteries to operate more successfully in harsh conditions.

- ! **Soft Positive Plate Material** ("mushy plates"). This is a condition usually resulting from high operating temperatures or overcharging. Often, both conditions may have occurred.
- ! **Sulphation.** This occurs when a battery stands in a partially or fully discharged state for long periods of time, or is continually undercharged. As a result of these conditions the active lead material on the plates becomes lead sulphate which also hardens the plates. Depending on the length of time the battery has been in this condition, the sulphation may be irreversible, in addition, if the electrolyte level in the battery is low, the exposed part of the plates will become inactive and sulphated. Therefore batteries with higher electrolyte levels will go a long way to reducing problems due to sulphation and assisting longer battery life.

### 4. Open Circuit:

Including causes such as

- ! **Broken cell to cell connection.** This is where there has been a complete failure of the intercell weld. Weld quality is critical for reliable battery performance and good working life. This problem is largely minimised by manufacturers like Century Yuasa Batteries and other leading manufacturers, due to accredited Quality Assured manufacturing processes.
- ! **A broken busbar.** This type of failure can be caused by excessive corrosion of the busbar due to low electrolyte level in the battery. Extensive overcharging and/or elevated operating temperatures can also lead to accelerated corrosion of the busbars leading to breakage and an open circuit. Batteries with the capacity for higher electrolyte levels will help to ensure a longer battery life.

### 5. Short Circuit:

Including causes such as

- ! **Plate to busbar short circuits** can result from bent plates contacting the busbar, or corroded positive plates which have grown upwards, contacting the busbar and causing a short circuit. This fault can be age related and can be a normal 'end-of-life' condition. It can also be a result of overcharging, cycling or elevated operating temperatures.
- ! **Plate to plate short circuits** occur when positive and negative plates make contact causing a short circuit, resulting in battery failure. Vibration can cause the plates to wear or pierce the separator material leading to a short circuit. Century Yuasa Batteries utilise strong Polyethylene Envelope separators, which makes them less susceptible to this problem.

### 6. Worn out or "End of Life" conditions:

The normal 'end of life' condition in a battery is when one or more cells cease functioning due to the positive plate grid having oxidised (corroded) and finally collapsing. Operating temperatures have a definite effect on battery life, and high temperatures will accelerate these 'end of life' conditions.



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NEW & USED PARTS**

**GOVERNMENT? Yes, right!!**

Son. "Dad, I have a special report to do for school. Can I ask you a question?"

Father. "Sure son, what is it?"

Son. "What is politics?"

Father. "Well, lets take our home for example. I am the wage earner, so lets call me CAPITALISM. Your mother is the administrator of the money, so lets call her the GOVERNMENT. We take care of your needs, so we will call you the PEOPLE. We will call the maid THE WORKING CLASS, and your baby brother, we will call THE FUTURE. Do you understand, son?"

Son. "I'm not really sure Dad, I'll think about it"

That night, awakened by his baby brother's crying, the boy went into his room to see what was wrong. Discovering that the baby had seriously soiled his nappy, the boy went to the parents' room and found his mother sound asleep. He then went to the maid's room, where, peeking through the keyhole, he saw his father in bed with the maid. So the boy returned to his own room.

The next morning, he reported to his father as follows:-

Son. "Dad, I think I understand what politics is"

Father. "Good son, can you explain it to me in your own words"

Son. "Well Dad, while CAPITALISM is screwing THE WORKING CLASS, the GOVERNMENT is sound asleep, the PEOPLE are being completely ignored, and the FUTURE is full of shit!!!"





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## AKATARAWA WANDER - 22 June 2000

With rain forecast 9 vehicles met at the Mangakotukutuku gates. We were just departing when 2 more vehicles arrived, Nissan Patrols much to Vince Stephens' disgust as he had been advised the track would not be wide enough.

After a drivers briefing we set off but only traveled a couple of hundred meters before encountering the first obstacle, a formidable looking hole that stopped the trip leader, Ian Dixon in his tracks. Ian was stopped out by Bruce Mulhare. This hole also claimed a few other vehicles before we continued up the track.

A fairly straight forward run followed until Guy (red Suzuki) broke the front driveshaft. He continued on in 2WD with no problems to the Orange Hut where after lunch he departed for the gate and his waiting trailer.

After lunch we stopped at the bottom of the Firewood Loop where Ian and Bruce rearranged those vehicles with winches amongst the convoy. Ian winched himself up the first part of the track with a Suzuki Jimmy in tow.

The next four and a half hours saw a fair bit of winching and stropping, a bit of digging and a wheel change in the middle of a bog when we popped a tyre off the rim. Roger Seymour spent some time whispering sweet nothings under his bonnet to encourage the new carburettor to do it's thing. At one point Steve Estler proved Suzukis can fly by launching himself up a hazard and convinced those who watched Suzukis are happiest when they are red lined! Steve O'Callaghan demonstrated the effectiveness of being able to mount his winch on the rear of his vehicle. A wonderful idea that saved time and bush bashing by not having to turn his Hilux around.

Within 10 metres of rejoining the main track Eric (second Patrol) decided the tracks just weren't wide enough and hung one tyre over the edge. A bit more winching sorted it.

Back on the main track we headed for home in the dark exiting the forest at Bulls Run Road. Thanks Ian for a great day, lots of fun in the mud!

Mark & Julie Beckett  
K 142



# Cross Country Chronicle



## New ATM Machines

Please note that with the arrival of the new "Drive-Thru" cash point machines, customers will be able to withdraw cash without leaving their vehicles. To enable MALE users to use this new facility, the following procedures have been drawn up:

1. Drive up to the cash machine
2. Wind down your car window
3. Insert card into machine and enter PIN
4. Enter amount of cash required and withdraw
5. Retrieve card, cash and receipt
6. Drive off

(See over for *FEMALE instructions*)

# SNATCH MASTER

*high elongation nylon recovery straps*



**100% New Zealand made**

Bring in your club membership card and receive 15% discount off our Snatch Straps, Shackles and Chains.

Standard lengths 6.0 metres & 9.0 metres with special lengths manufactured to order in either our Auckland or Christchurch factories.

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## New ATM Machines

Please note that with the arrival of the new “Drive-Thru” cash point machines, customers will be able to withdraw cash without leaving their vehicles. To enable FEMALE users to use this new facility, the following procedures have been drawn up:

1. Drive up to the cash machine
2. Reverse back the required amount to align car window to machine
3. Re-start the stalled engine
4. Wind down the window
5. Find handbag, remove all contents onto passenger seat to locate card
6. Locate make-up bag and check make-up in rear view mirror
7. Attempt to insert card into machine
8. Open door to allow access to machine due to excessive distance from car
9. Insert card
10. Re-insert card the right way up
11. Re-enter handbag to find diary with your PIN written on inside back page
12. Enter PIN
13. Press cancel and re-enter correct PIN
14. Enter amount of cash required
15. Re-check make-up in rear view mirror
16. Retrieve cash and receipt
17. Empty handbag again to locate purse and place cash inside
18. Place receipt in back of cheque book
19. Check eyelashes in mirror
20. Drive forward 2 metres then reverse back to cash machine
21. Retrieve card
22. Re-empty handbag, locate card holder, place card into slot provided
23. Restart stalled engine and pull off
24. Drive for 3 or 4 kilometres
25. Release handbrake



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## NEW ZEALAND CAR PARTS LTD

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## TEAMS CHALLENGE 2000

( This is an idea I am working on and am looking for feed back from the club).

### **OBJECT:**

Teams of 3 vehicles to successfully negotiate both the "winch every inch" and "24 Hour" tracks.

### **WHEN:**

Planned for the weekend of 23<sup>rd</sup> and 24<sup>th</sup> of September.

### **GENERAL:**

This is to be run as a "competition" where teams will timed over the 2 tracks but they will be subject to scrutiny from marshals who will be there to judge on safety issues. All breaches of safe practice will result in penalties in the way of added minutes to the teams overall time. Marshals will ride with the team thus nothing will pass without being seen.

### **THE RULES:**

Well, there aren't any.

### **ENTRY REQUIREMENTS:**

- 1) Minimum of 1 winch per team. However it is strongly recommended that all team members carry a winch.
- 2) Teams to consist of 3 vehicles with 6 personnel, plus must have the capacity to carry a 7<sup>th</sup> person who will be the marshal appointed to that team. Due to the nature of the tracks involved it is expected that marshals will not likely be riding in the vehicle during negotiation of the main hazards, and the remainder of the tracks can / should only be run at speeds not much above walking pace. Therefore a "seat" for the marshal will not be considered a necessity, however provision for them to be able to "hitch a ride" will be required.
- 3) All vehicles must have a current safety sticker.

### **THE EVENT:**

Limited to 10 teams

To be held over 2 days, over 1 weekend.

Teams will be split over the two tracks, with each team leaving at preset start times therefore all entries must be received 1 week prior. Late entries will not be possible.

Teams will be sent off at 1 hour intervals, to hopefully avoid being caught by the next team

Teams will be seeded where possible.

Teams will be notified of their start times a few days prior.

Where a team does catch the team ahead, the clock will be stopped by the 2 marshals to allow the quicker team to pass.

I am looking for expressions of interest toward this idea by both prospective entrants and volunteers to be marshals on the day. This will be a good opportunity for members who don't get to see much of the really hard tracks to come along for a ride while helping with the overall running of the event and get to see some of the stuff the hard yakka guys get into.

I look forward to many comments and hopefully some entries and volunteers to be marshals.

Ross van Waas



# Cross Country Chronicle

## FIRST AID COURSE.

For many months now the committee has been looking at sending many of our members on a comprehensive first aid course. Well, we have finally booked a course - the details of which are:

<b>The Tutor.</b>	The Order of St John
<b>When.</b>	2 days; Sat 19 <sup>th</sup> and Sat. 26 <sup>th</sup> August 2000
<b>Time.</b>	8.30am to 5pm daily
<b>Where.</b>	Order of St. John, 47 Collingwood St, Lower Hutt. Smoko facilities supplied, lunch is your care (½ hr break allowed)
<b>The Cost.</b>	\$35 per head.
<b>The Qualification.</b>	A certificate for having completed a Workplace First Aid Course which is OSH recognized.
<b>Numbers.</b>	Limited to the first 20 only.

This course would normally cost an individual \$135 to attend but the club has secured a bulk rate, and is subsidising the cost to the tune of \$1000 (which was allowed for in the 1999 budget but not spent). The charge of \$35 is to make up the short fall.

Would all interested members please register their interest by sending a note, along with a cheque (payable to the CCVC) to:

Club Safety Officer  
Ross van Waas  
C/- 25 Kenepuru Dr,  
Porirua

Please include in your note the way you would like your name to appear on the certificate, assuming you pass.

*In the event of over subscription priority will be given to regular trip leaders.*



VEHICLE CLUB  
Wellington (inc)



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Wellington (inc)

# Cross Country Chronicle

## Membership Survey - May 2000

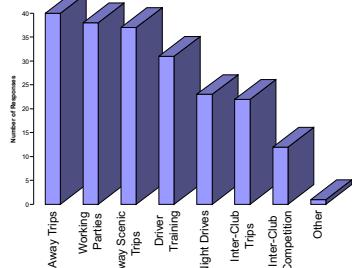
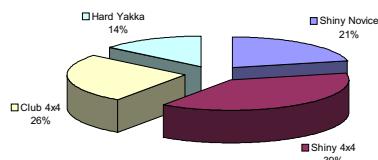
The new CCVC committee sent out a membership survey in the May newsletter in order to gain an indication of the wishes of the members and the direction they wish the committee to steer the club. Of the approx 250 questionnaires sent out, 60 were returned, making this a 28% response rate. This could be 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.

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

*What aspect of four wheel driving are you most interested in?*

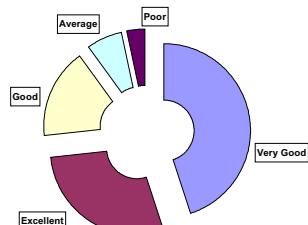
- 43 Shiny 4x4
- 40 Away trips (going to other parts of the country)
- 38 Working parties (to help gain access, etc)
- 37 Away scenic trips (easy but very sociable, long weekends, etc)
- 31 Driver training (to enhance your driving skills)
- 29 Club 4x4
- 24 Shiny novice
- 23 Night drives
- 22 Interclub trips
- 16 Hard yakka
- 12 Inter-club competition events
- 1 Other such as
  - Mystery / Rally Run
  - More advanced driver training for members with suitable vehicles
  - More serious LWB club trips
  - Competition events - there was a strong demand for a wide cross section of competitive events from respondents, such as:
  - Deadwood
  - Fun trials and rallies
  - Team recovery
  - Manufacturers Challenge

What aspect of 4WD driving are you most interested in?



*How do you rate the value you get for your membership fee?*

- 27 Very good
- 17 Excellent
- 10 Good
- 4 Average
- 2 Poor





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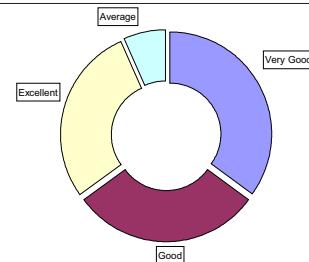


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# Cross Country Chronicle

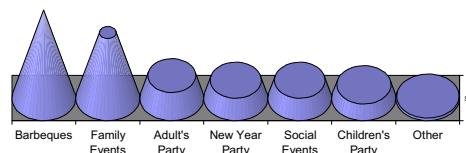
## *How do you rate the value you get for trip fees?*

- |    |           |
|----|-----------|
| 21 | Excellent |
| 18 | Good      |
| 17 | Very good |
| 4  | Average   |
| 0  | Poor      |



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

- |    |                                 |
|----|---------------------------------|
| 39 | Trip barbeques                  |
| 29 | Family type events              |
| 10 | Adults party                    |
| 8  | New Year Party                  |
| 8  | Social outings (meals out, etc) |
| 6  | Children's party                |
|    | Other - Go cart racing          |

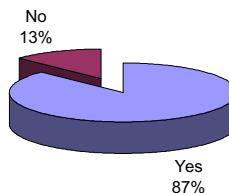


## *Are you happy with club meetings?*

- |    |     |
|----|-----|
| 48 | Yes |
| 7  | No  |

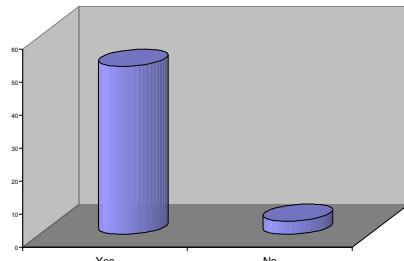
### Comments:

- !New members officer should be at the door
- !Guest speakers eg St Johns, Rotary, Car dealers, Tyre dealers
- !Meeting too long, more socializing
- !Photo board
- !Shorter meetings
- !One more evening with drinks
- !Meeting too long and boring
- !Meeting too much like AGM
- !Need balance between committee reporting formal issues
- !Short visual images each time visitors from other clubs
- !Bigger TV and better sound system
- !Video at end of meeting very good
- !Meeting still takes too long - skip trip reports, for sale, upcoming events as this is all in the newsletter
- !Theme meeting four times a year eg overseas journeys
- !Requires more fun
- !Formal part still a bit tedious



## *Are you happy with club safety?*

- |    |     |
|----|-----|
| 51 | Yes |
| 4  | No  |





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Wellington (inc)

# Cross Country Chronicle

## Comments:

- !Sometimes hard to find and see safety sticker when checking vehicles
- !A close look at some drivers who simply don't follow safety rules eg letting down tyres
- !Safety checks every 2 years for members, 3 years or more
- !WOF Safety sticker is important
- !Need to tell new members more about it
- !Yes, but shiny 4x4 to have towhooks front and rear, and no road tyres
- !But too much safety takes away the fun
- !Safety stickers are bullshit, waste of time
- !Don't stop bad drivers
- !Some members still don't have safety stickers on their vehicles - this needs to be enforced. I think there should be a club rule that if you don't have a sticker you can't go on the trip, and this should not be left to the discretion of the trip leader.
- !Safety sticker an excellent idea
- !Think the present system with the safety sticker is good. I do note that some trip leaders don't inspect vehicles to ensure a safety sticker is displayed. This has been on shiny novice and 4x4 trips, perhaps the trip leader knows the participants and the vehicles. It's good to see the stipulation for mud tyres on shiny 4x4 trips being enforced lately. I feel this matter really needs to be policed.
- !Need to review Motorsport NZ safety requirements and scrutineering. Need professional review of technical standards.
- !First aid upgrade

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# Cross Country Chronicle



**Andrew Spinks Toyota**

## CLUB MEMBERS SPECIAL

All genuine Toyota parts less 20%  
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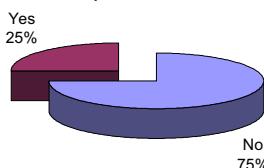
We at ANDREW SPINKS TOYOTA are happy to support the CCVC and look forward to seeing you in the future.

Please don't hesitate to give us a call on (04) 237 6104 and have a talk to our friendly parts staff.

These specials apply to CLUB MEMBERS only, please produce your membership

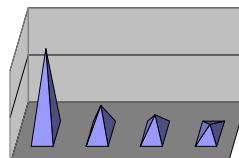
*Do you think we need to cap club membership numbers?*

45	No
9	Yes - 200
3	Yes - 250
2	Yes - 300
1	Yes - 150



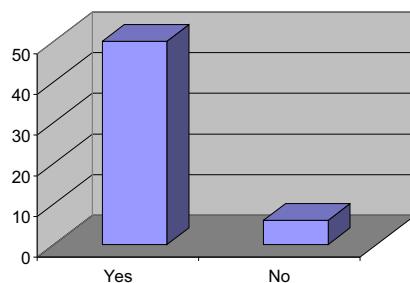
Comments:

!Limit trip numbers where relevant



*Should we be spending money on track maintenance?*

50	Yes
6	No



How much:

- !How much not necessarily the answer, hands on deck should be the measure
- !Not those where we pay access fee
- !Isn't this what the access fee is being paid for
- !Maintain tracks in poor state of repair
- !Percentage of fees each year
- !Budget annually, time and energy but not \$\$\$
- !10% of income and donations
- !As little as possible to keep 4WD owners happy
- !Dependent on how much we can afford
- !\$5000
- !Within the budget
- !\$1000
- !\$2000



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Wellington (inc)



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Wellington (inc)

# Cross Country Chronicle

!\$1000  
!As approved at club night \$5000  
!5 to 10% of sub fee  
!\$10000 on my driveway

Which tracks:

!Long Gully  
!Akatarawas  
!Sutherlands  
!Odlins Road  
!Not sure  
!Most used or better PR  
!Those that give best return for money spent  
!All of them  
!My driveway  
!\$10000 on my driveway  
!Sutherlands, Sutherlands!!  
!Commonly used, any that need it that we use  
!The ones we use  
!Private land  
!Insufficient information to decide  
!Local, depends on needs  
!Tracks well used by club for outings  
!The ones we use  
!Those with controlled access  
!Sutherlands, Akatarawa Block  
!The ones that assist the landowner  
!The ones that we use most often  
!All tracks that we use that require it  
!Local tracks as required to ensure access

Comments:

!Depends on usage, as necessary within reason, for large reason hire perhaps 1 or 2  
!More manpower and goodwill  
!Amount to be justified to committee  
!We don't want main highways  
!But raise funds to replace money spent  
!Hire of equipment eg chainsaws, scrub bars  
!Priority going toward preserving entry to main areas  
!In return for better access  
!To assist councils, DOC, ARAC, etc

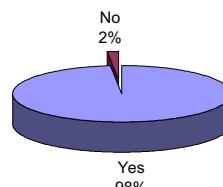
*Are club trips generally well run (safely, smoothly, etc)?*

57 Yes

1 No

Comments:

!Still abit slow (limit numbers)





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Wellington (inc)



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Wellington (inc)

# Cross Country Chronicle

- !Still seems to be too much stuffing around, waiting at times
- !Sometimes the leader is out of touch with what's happening in the middle of the convoy and perhaps not. Leader only sees 2-3 vehicles behind and not whats beyond them
- !More BBQ lunches
- !Check all vehicles comply with trip requirements at start eg good tyres, winches, etc
- !Limit numbers on harder trips
- !With large groups send out in smaller groups ie stagger start times. First 10 arrive can go straight away
- !Drivers still not checking to see the vehicle behind
- !Perhaps a capping of some family trips
- !Split into groups so that delays, etc are better managed
- !In some cases the trips are too well patronised and safety is something that is then hard to keep an eye on
- !The bigger shiny novice and 4x4 trips need more than one person to take money, register new members and keep the line of vehicles moving during the day
- !Too much paperwork at start of trips. To long to get underway. No fun for trip leaders - that's why I haven't run any for the last year or so
- !Less paperwork ie MANZ. Trip categories should be adhered to.
- !Concerned above safety re towhooks, tyres, etc
- !Convoy rule a concern
- !Trip leaders need help
- !Sometimes people have difficulty hearing the trip briefing
- !A leaflet for newcomers on convoy rules might help avoid some of the problems that occur

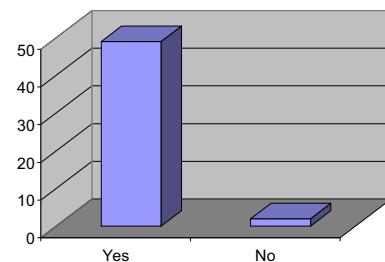
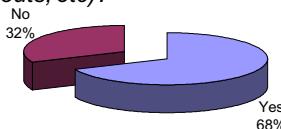
*Does the club want to continue to fundraise (for Life Flight Trust, Scouts, etc)?*

For club

39	Yes
18	No

For charity

49	Yes
	Life Flight Trust
	Scouts
	Search and Rescue
	Lifeboat
	Akatarawa Valley Response
	Team
	St Johns Ambulance
	Local organisations
	Youth Camps
	Wellington Free Ambulance
	Red Cross
	Plunket
	Old people
2	



Comments:

- !Don't mind helping out for charity organisations, but club must put its own interests first
- !We have more than we need



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# Cross Country Chronicle



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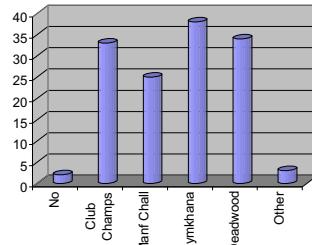
!Club for a pre-arranged goal  
!Public trips are great fundraisers

*With the formation of the new Valley 4WD Club catering for a lot of members competitive requirements, what type of competitive events do you want to see run by the club?*

- |       |                                                                              |
|-------|------------------------------------------------------------------------------|
| 38    | Fun gymkhana                                                                 |
| 34    | Deadwood                                                                     |
| 33    | Club champs                                                                  |
| 25    | Manufacturers challenge series                                               |
| 8     | Don't know                                                                   |
| 2     | No competitive events                                                        |
| Other | Team Challenge - problem solving type events<br>Sprints sports trial for 4WD |

Comments:

- !National trial, but club has to be in association
- !Ladies trial
- !Team recovery
- !Things for shiny vehicles
- !Gravel, mud, sand, hillclimb
- !Club champs should be for all vehicles
- !Mystery rallies



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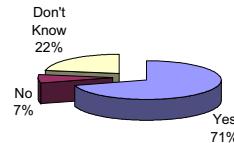


VEHICLE CLUB  
Wellington (inc)

# Cross Country Chronicle

## *Should we continue with Deadwood?*

- |    |            |
|----|------------|
| 41 | Yes        |
| 13 | Don't know |
| 4  | No         |



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

- |    |                           |
|----|---------------------------|
| 26 | Fun rally                 |
| 23 | Spectators pay to enter   |
| 20 | Open to the public        |
| 18 | Participants pay to enter |
| 17 | Same as in recent years   |
| 10 | Competitive event         |
| 2  | Safari, place to place    |
| 2  | National trial            |
| 1  | Don't know                |

## Comments:

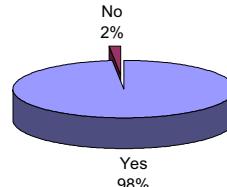
- !To be decided by Deadwood committee
- !Could be run 2<sup>nd</sup> to 3<sup>rd</sup> year
- !Appears to be too much trouble to organise
- !Last years event was a good, well run day
- !Public day as a fundraiser?
- !Run as a fundraiser
- !Give rides in a 4WD

## *Are you happy with the club newsletter?*

- |    |     |
|----|-----|
| 59 | Yes |
| 1  | No  |

## Comments:

- !Better quality from photos
- !More photos and saying who the photo is
- !Suggest more available at club night, save on postage
- !Don't need colour photos - have photo board at club night
- !Generally good balance of social reports, technical, facts and opinion, 4x4 political issues, advertising. Suggest more maps and history of areas visited
- !Would like to see it arrive before events advertised in it happen
- !Ensure constant timely delivery
- !Comes out to late - members should receive it a week before club night
- !Extra from other club newsletters, mainly trips done or coming up to see if we might join in
- !It is informative with a mix of articles, photos, social and technical
- !Yes this is a great effort. Would be good to have less of the USA how-to and more of our own. Realize it is up to us to contribute material though
- !More technical articles eg modifications, repairs, general maintenance, etc
- !Articles on a few club vehicles - mods, etc
- !Suggest the ones that are not happy with the newsletter contribute to it





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# Cross Country Chronicle

*The club has a "Life Membership" status what do you think the criteria for life membership should be?*

Suggested criteria and comments were:

Long service and input	12
!After 10 years	8
!After 20 years	6
!What they have done for club members	5
!Service to club	3
!After 15 years	3
!After 5 years	2
!Passed committee members who have severed or more years	5
!Time given to club, member for number of years, organising events	2
!Offered only by committee to be confirmed by general meeting	2
!Founder members	2
!Length of membership	1
!Good experience as officer and trip leader	1
!Furthered 4x4 to benefit CCVC	1
!Extra effort for club	1
!After 65-70 years of age or 10-15 years membership	1
!Do we need such a thing?	1
!Participation in club/community active's in which the club and fellow members are assisted and promoted in positive light	1
!Someone spent years helping the club	1
!A majority vote from committee and active member for 20 years	1
!Two per year	1
!Extra-ordinary Input	1
!Life membership held to 5 at any one time	1
!Exceptional help for the club or other members	1
!Capped at about 8-10	1
!Members contribution in club	1
!Passed committee member and trip leader	1
!Good ambassador	1
!Running club events	1
!As is	1
!Outstanding member	1
!Total	69
<i>Statistics for this question:</i>	
Answered surveyed	60
!Answered question	44
!Not answered question	16
!Some with more than one answer	N/A



# Cross Country Chronicle



## *Any other comments?*

To many to list

!I appreciate club meetings becoming smoke free it makes them much more pleasant

!Financial a cap on support to ARAC.

!Set a minimum percentage of membership numbers required for a successful show of hands vote

!I think the club is big enough and should cater for all types of 4WD including competition events.

!Without competition and fun trials I would rate my membership fees as less than good

!To be a true professional club it should be in the Association. And if the club was in the 4x4

Association then there wouldn't have been a split resulting in a new club forming (Valley 4x4)

!Keep looking for new day trip

!Consider some short trips i.e. 09.30am to 2.00pm

!In the training area, there is not enough told about tyres. Also there should be more theory given i.e. run a night where more information is given about equipment

!Yes, trip leader should have a comprehensive first aid kit on every trip

!More shiny 4x4 trips

!Survey membership for new access sites in a club our size someone must know someone with a farm, forestry block, etc

!Trip spread throughout month

!What does the club captain do? Who is he and what contribution does he make to the club?

!Keep up the trips

!Special thanks to all of those who have toiled behind the scenes to make the club the success it is

!Keep up the good work

!Would like to do some advanced driver training with moderately difficult obstacles to find better ways of driving and to see more experienced drivers tackling them.

!This is a good club

!As I am an associate member I have not contributed much recently, but I still value my membership and appreciate the clubs work

!Public day, fun rally. Some people take club champs, etc to seriously and ruin it for others. This is especially true for the Manufacturers Challenge

!I get a real buzz out of being a member of this club

## *Conclusion*

I would like to thank those who took the time and trouble to fill in and return the survey, and especially those who were brave enough to put their name on it.

One would be a fool if one believed that everyone was happy with the way the Club was running all the time. But as the saying goes "You are a fool if you think you can make everyone happy all the time, but try and make some of the people happy most of the time and some of the people happy some of the time".

Reading between the lines, one would get the impression that this is the case and the Club is well run. However we cannot afford to get complacent and must always listen to what we, the members expect from our club. We are a very large club, possibly the second largest in the country and certainly are the biggest in the North Island. So we have a wide range of peoples interests to cater for. It is obvious that there is a strong demand for competition within the club and there I believe we must appoint a suitable person as a competition officer, perhaps 2.



# Cross Country Chronicle

There seems to be some reluctance regarding the ever-increasing amount of paperwork required to run the club, including trips.



Unfortunately we live in a changing world with all sorts of conditions and legislation imposed on us and we have to cover all contingencies regardless of how insignificant they may seem.

It is clear the membership doesn't want membership numbers capped, and I would expect to see the club continue to grow as in previous years.

One of the things that make this such a good club is a membership with a diverse interest in all types of 4WDing. We all have our own ideas, just as well as we would all want to own and drive Land Rovers, Toyotas, Nissans, Suzukis or perhaps Ladas.

David P Jones.



## Welfare News

Please let me know if you have "Good News" or "Sad News".

Our thoughts are with:

Shelly and Ken McAdam on the passing away of Shelly's Father.

Lou and Carl Furniss as Carl's mother isn't too well and Lou has also been ill.

Glenda and Gary Young as Gary's mother isn't too well.

Audrey and Dave Jones as Dave had a fall and hurt his foot which has kept him off the trails for a couple of weeks, and Audrey who has a cracked wrist bone due to the fact it was her that broke Dave's fall!

Congratulations to Kum-Soon and Brian Howat on the birth of Daniel.

Also did you know that Andy is now a grandfather.

Keep Safe

Glenda Young



# Cross Country Chronicle



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### **"Life Membership"**

What an honour this must feel, to have given so much into something and to get this recognition in return. This doesn't happen often enough. We have reached an new era and it's a good time to change things, so lets do that. We are a club with family orientated ideas so lets honour some of those people that have given so much to us, as we reap the benefit of their hard work and dedication. CCVC has only 5 life members and we have nearly 30 years of history that gives us 1 Life Member for every 6 years. Consider what others have done, I have only seen what some have done for the last 8 years and many have given so much, there must be others that feel this way. The last time CCVC gave out such an honour was about 8 years ago and that is the wonderful member Bruce Mulhare, about 10 years ago it was Tony Street and Tom Adams then before them about 20 years ago it was given to Vern Lill and Bob Jeffery. All of these people have given so much of their time and knowledge and I am sure a lot of blood, sweat and tears were given and I would hate to think of the amount of dollars they must of given. Without them in our past we wouldn't be where we are today. So lets do some giving in return to others that have helped us. I put it to you as club members, and this is what some of you have said to me and answered in the survey, the chance to help your committee to decide who and why they should receive our greatest honour.

In the constitution under 4 g "The club may from time to time appoint suitable persons to be "Life Members" of the club. Life Members shall have full membership rights".



# Cross Country Chronicle

## "Life Membership" (Cont)

Committee recommendations are:

1) That the nominator send a letter to the committee 3 months prior to the AGM for consideration of your nominee. The letter must be a statement of record, of the proposed "Life Membership" stating record of service and why you think they should be a Life Member.

2) The minimum requirement to be;

Minimum of 8 years membership

Committee or sub committee member for 2 years or more

Trip-leader or tail-end Charlie several times

Helping with public trips often as possible

Helping with fundraising once per year

Attend meetings when possible both club and public

Helping with a club activity once per year

Explanation of why they are an exceptional member of the club

3) That a maximum of 2 people per year receive our greatest honour

Glenda Young

## ***Skilled Labour***

*Sven and Ole worked together, were both laid off, so off they went to the unemployment office. When asked his occupation, Sven looked the lady in the eye and said "Panty stitcher. I sew the elastic onto cotton panties."*

*The clerk looked up panty stitcher. Finding it classed as unskilled labour, she gave him \$300 a week unemployment pay. Ole goes in and sits down with the lady. She asked Ole his occupation. "Diesel fitter" he replied. Since diesel fitters was a skilled job the clerk gave the Ole \$600 a week.*

*When Sven found out he was furious. He stormed back in to find out why his friend and co-worker, Ole, was collecting double his unemployment pay. The clerk explained: when I looked it up, panty stitchers were unskilled labourers and diesel fitters were skilled labourers.*

*"What skill?" yelled Sven. "I sew the elastic on. He pulls on it and says, "Yep, diesel fitter".*



VEHICLE CLUB  
Wellington (inc)



VEHICLE CLUB  
Wellington (inc)

# Cross Country Chronicle

## A Male tells his tale:

The other night I was invited out for a night with "the boys." I told my girlfriend that I would be home by midnight ... Promise! Well, the hours passed and the beer was going down way too easy.

At around 3 A.M., drunk as a skunk, I headed for home. Just as I got in the door, the cuckoo clock in the hall started up, and cuckooed 3 times.

Quickly, I realized she'd probably wake up, so I cuckooed another 9 times. I was really proud of myself, having a quick, witty solution, even when smashed, to escape a possible conflict.

Next morning my girlfriend asked me what time I got in and I told her 12 o'clock. She didn't seem disturbed at all. Whew! Got away with that one! She then told me that we needed a new cuckoo clock.

When I asked her why she said "Well, it cuckooed three times, then said 'oh f###k,' cuckooed four more times, cleared its throat, cuckooed another three times, giggled, cuckooed twice more and then farted.

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

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

## WELLINGTON 4WD CENTRE

SERVICE & REPAIR ● PARTS & ACCESSORIES ● 4WD SALVAGE



OLD MAN EMU



421 Hutt Road Lower Hutt

Tel: (04) 5667504 Fax: (04) 5665268

# Cross Country Chronicle

## 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!



A couple of interesting and amusing pictures borrowed from the Internet.



# Cross Country Chronicle



## BRIDGESTONE / FIRESTONE Tyre Deal

Firestone Direct has offered CCVC members access to their VIP Preferred Purchasing Plan. You will be able to buy any Bridgestone or Firestone tyre at and Firestone Direct outlet in New Zealand at a guaranteed generous discount. The discount structure is as follows:

### FIRESTONE

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

### BRIDGESTONE

Tyre	% Discount
Passenger	
GR50	35
B70	35
RE92	35
Techno	50

### 4WD / RV

Firehawk RV	35
Firehawk RMT	35
Firehawk ATX 23"	35
Firehawk SAT	30

### 4WD / RV

Dueler D-684	35
Dueler D-689	35
Dueler D-693	35
Dueler D-673	35

### Light Van

CV 3000	40
SO2 Pole Position	35
RE711	35
Grid II	35
G.Grid	35

### Ultra High Performance

I will try and get VIP stickers and attach them to the back of your new membership card, but if you require access to this pricing sooner, or need some more information, please contact me.

BTW, these discounts are a starting point and in most cases your friendly Firestone Direct dealer could be persuaded to improve on them.

**Marcus Steeneken**

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



# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



**Trip Name:** Family Trip, including Training Exercise  
**Venue:** Red Rocks      **Category:** Shiny Novice

VEHICLE CLUB  
Wellington (inc)

**Trip Leader:** Marcus Steenenken      **Phone:** 04-569 7432      **Callsign:** K137

**Bookings Required:** No  Yes       **Book with Trip Leader before:** \_\_\_\_\_

**United Numbers:** No  Yes

**Trip Meeting Point** Through Red Rocks gate & quarry, by old crusher site

**Meeting Time** Date: Sat 22/7/00      Time: 9:15  
**Rivers Briefing** Date: Sat 22/7/00      Time: 9:50  
**Trip Departure** Date: Sat 22/7/00      Time: 10:00

**Alternative Meeting Point** Date: \_\_\_\_\_ Time: \_\_\_\_\_

**Expected Finishing Point** Red Rocks Gate  
Date: Sat 22/7/00      Time: 16:00 approx

**Fuel required for:** 50/1 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:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service
- On 103AM at \_\_\_\_\_

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

### Pets:

- No
  - Yes
- Only if kept in vehicle

### Vehicle type:

- Any vehicle
- SWB only

### Vehicle requirements:

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

### Track type:

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

Notes: \_\_\_\_\_

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

**Trip Name:** Family Tour

**Venue:** Terawhiti Station

**Category:** Shiny 4X4

**Trip Leader:** John Vruink

**Phone:** 04-567 1142

**Callsign:** K37

**Bookings Required:** No  Yes

**Book with Trip Leader by:** Wed 19 Jul

**Limited Numbers:** No  Yes  (30)

### Trip Meeting Point

Meeting Time

Date: Sun 23/7/00

Time: 09:00

Drivers Briefing

Date: Sun 23/7/00

Time: 09:30

Trip Departure

Date: Sun 23/7/00

Time: 09:50

### Alternative Meeting Point

Date: \_\_\_\_\_

Time: \_\_\_\_\_

### Expected Finishing Point

Makara Village

Date: Sun 23/7/00

Time: 16:30 Approx

Fuel required for:

80/1

Kms / Days

Fuel available at:

Karori, Johnsonville

Food required for:

1

Days

Food available at:

Karori, Johnsonville

Drinks required for:

1

Days

Drinks available at:

Karori, Johnsonville

Land Access Fee:

Nil

Per vehicle/day

Camp Fee:

Nil

Per person/tent/night

### Weather restrictions:

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

### Possible vehicle damage expected on trip:

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

### Trip suitable for:

- Novice drivers
  - Average drivers
  - Experienced drivers
- Dry      Wet

### Pets:

- No
- Yes

Only if kept in vehicle

### Vehicle type:

- Any vehicle
- SWB only

### Vehicle requirements:

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

### Track type:

Mostly      Some

### Optional

- Gravel & clay tracks
- 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

**Notes:** Optional steep and/or muddy opportunities for those with mud tyres.

BBQ provided. Hosts will try to take us to points of interest. Nil fee as thanks for Work Party.

# ITrip Calendar

From: 1/7/2000 To: 31/1/2000

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 02/07/00	1	Odlin's Again	Hard Yakka	Odlin's Road	Eric Bon	C	Bookings required.	299
Sun 09/07/00	1	Odlin's Odyssey #2	Club 4X4	Odlin's Rd Side Tracks	Roger Seymour	C		288
Wed 12/07/00	1	Club Night	Meetings	Belmont Hall	Andy Cockcroft	C		289
Sun 16/07/00	1	Novice Training	Training	Cannon Point, Akatarawa Forest	Andy Cockcroft	C		290
Sat 22/07/00	1	Family Trip	Shiny Novice	Red Rocks	Marcus Steeneken	C	Includes training exercise.	291
Sun 23/07/00	1	Family Tour	Shiny 4X4	Terawhiti Station	John Vruink	C	BBQ Lunch provided. Max 30 vehicles, bookings required.	292
Tue 25/07/00	1	Committee Meeting	Meetings	'van Waas' Residence	Andy Cockcroft	C		293
<hr/>								
Wed 09/08/00	1	Club Night	Meetings	Belmont Hall	Andy Cockcroft	C		301
Sun 13/08/00	1	Devil's Return	Club 4X4	Akatarawa Forest	Roger Seymour	P		316
Sat 19/08/00	1	First Aid Course #1	Special	St John's	Ross van Waas	C	OSH Certified. Bookings required.	220
Sat 19/08/00	1	Hard Yakka	Hard Yakka	-tba-	-tba-	T		294
Sun 20/08/00	1	Family Shiny Novice	Shiny Novice	-tba-	-tba-	T	To be confirmed.	317
Sun 20/08/00	1	Sutherlands Track?	Shiny 4X4	Sutherland's Track, South Wairarapa?	-tba-	T		318
Sat 26/08/00	1	First Aid Course #2	Special	St John's	Ross van Waas	C	OSH Certified. Bookings required.	222
Tue 29/08/00	1	Committee Meeting	Meetings	-tba-	Andy Cockcroft	P		309
<hr/>								
Sat 02/09/00	1	-tba-	Club 4X4	-tba-	-tba-	T		319

Thursday, 6 July 2000 12:34

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

Page 1 of 2

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Wed 13/09/00	1	Club Night	Meetings	Belmont Hall	Andy Cockcroft	C		303
Sun 17/09/00	1	Training	Training	-tba-	Andy Cockcroft	T		322
Sun 17/09/00	1	Family Shiny Novice	Shiny Novice	-tba-	-tba-	T		320
Sun 17/09/00	1	Family Challenge	Shiny 4X4	-tba-	-tba-	T		321
Sat 23/09/00	2	Team Challenge 2000	Club 4x4	Akatarawa Forest	Ross van Waas	P		297
Tue 26/09/00	1	Committee Meeting	Meetings	-tba-	Andy Cockcroft	P		310
Wed 11/10/00	1	Club Night	Meetings	Belmont Hall	Andy Cockcroft	C		304
Sat 21/10/00	3	Labour Weekend	All	Foxton Beach	N/A	C		315
Tue 24/10/00	1	Committee Meeting	Meetings	-tba-	Andy Cockcroft	P		311



# Bowler Motors Limited



(Incorporating Aluminium Welding Services)

## Full Workshop Facilities:

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

## Specialist Services

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

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

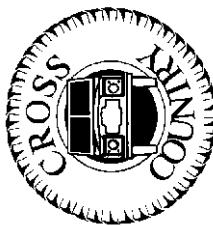
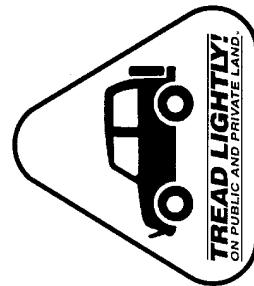
**“No bullshit, just plain old fashioned Service”**



**Pete Birkett  
&  
Dave Bowler**



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VEHICLE CLUB  
Wellington (inc)

