



VEHICLE CLUB
Wellington

Cross Country Chronicle September 2016



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.facebook.com/wellingtonccvc/

The club meets at 7:30pm on the 2nd Wednesday of each month at the
Petone Working Men's Club

www.ccvc.org.nz

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WHEN HELP IS NEEDED

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:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

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NB: Please remember to call and make an appointment before turning up for an inspection!

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 email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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.

Upcoming National Events

Aug 12: NZ1 Challenge - TOP OF THE SOUTH

Round 3 and 4 of the Mainland Superwinch Series together becomes NZ1. For more information email Vicky at mainlandwinching@gmail.com

Aug 12-13: Mainland Winch Challenge - Round Three

Blenheim, event is at Mt Riley Farm. Friday night stages, Saturday day stages. For more information email Vicky at mainlandwinching@gmail.com

Aug 14: Mainland Winch Challenge - Round Four

Nelson, event is in Richmond. Sunday 10 day stages. For more information email Vicky at mainlandwinching@gmail.com

Aug 27-28: Off Road Racing Championship

Round 3 Hosted by PNORC at Palmerston North. Short course only. www.oranz.co.nz

Sep 16-17: Mainland Winch Challenge - Round Five

Timaru, venue to be confirmed. Friday night and Saturday day stages. For more information email Malcolm at malcolmwells96@gmail.com

Oct 1-2: Waipaoa School annual school bus fundraiser

Waipaoa School off Gisborne Opotiki Road (gizzy end) is having their annual school bus fundraiser on weekend of 1/2 October. If you are interested you can email as per below. Good camping and other facilities topped off by great catering... Those interested can obtain the necessary forms from: Helen Rust, tel 06-8621594 or email helenrust1@gmail.com

Oct 2: Transport Wholesale Limited Annual Pairs Event

Hosted by the Mount Egmont 4WD Club, this event will be held on Lower Durham Road, Inglewood. Find a mate with any class truck and compete together on the day. Points will be added together for the grand total. Shineys and Club Trucks are also welcome. There are numerous prizes to be won including two Powerbuilt tool boxes full of tools. For entry forms, contact Natasha Thomason -Natasha.Thomason@firstgas.co.nz or for questions regarding the event contact Bucky - 0274798809.

Oct 7-8: Mainland Winch Challenge - Round Six

Dunedin, event held at Ceder Creek site. Friday night stages, Saturday day stages. AGM before event starts. For more information email Vicky at mainlandwinching@gmail.com

Oct 21-24: Off Road Racing Championship

Final to be held at Twizel. Short Course and Enduro. www.oranz.co.nz

Oct 22: Novawin - Battle of the Palace 2016

Norwest OHV Club Inc is once again hosting the 'Battle of the Palace' Teams Event at Possum Palace over Labour weekend. This event requires trucks to work together in Teams of three to complete all the challenging stages over 2 days. All drivers must be NZFWDA affiliated, including the support vehicle driver. THIS IS A CLOSED EVENT AND NOT OPEN TO THE PUBLIC OR SPECTATORS. Limited to 12 Teams on a first in first served basis. Any questions just ask or if you would like an entry form please contact:
<https://www.facebook.com/events/889052261240729/>

Nov 12: Porter Group 4x4 Trial Round One

Round one of the National trial season is being held at Karakariki, just a short drive from Hamilton on the way to Raglan. Spectators \$10 adults, \$25 family. Fun day out watching extreme 4x4 vehicles go head to head.

Some details in this column appear courtesy of Cathy 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.

I was sitting quietly in my truck minding my own business when Graeme said those fearful words "Looks like you're doing the trip report". I was speechless as my mind went back to my college days when my English teacher often berated me for handing in three paragraphs when it was supposed to be a 1500-word essay. Oh well, how hard can it be, I'll think of something. And here it is.

It was another Family Shiny run through the Akas, and once again Graeme was our trip leader and organiser as we met up under cloudy skies at the usual Moonshine Road intersection. Ten vehicles in all, including four visitors, so a relatively compact convoy headed in to Cooks Road. By the time we got in there the skies had cleared a bit, and so we got on with airing down. I was so busy listening to two tuis doing a "Duelling Banjos" while I deflated one tyre that that I had to pump it up again. Quick look around, no one had seen, dodged that bullet.

After the usual disparaging remarks about Toyota handbrakes and Range Rover reliability, we set off. Graeme minus the lovely Linda today at the sharp end and Ian in Mudlark bringing up the rear, with Frank as assistant somewhere in the middle. We headed up Puketiro Road heading for the Battle Hill section of the forest. Along the top section of this once the track flattens out I always have to remind myself to watch the road and not the spectacular view. Not so long ago we could see snow from here, but no so today, just some lingering low cloud.

We continued along Puketiro Road past Road 9 and turned down onto Curtis Flat road. We had become aware that there was an equestrian event using this track so we (well, Graeme anyway) kept an eye out. The track heads gently down to a left turn then along the valley floor to a T-intersection at a rock face. Left here before turning right down an overgrown track onto the Curtis Flat loop. Once in here the narrow track had been made slippery from the overnight rain. A couple of ladies on horseback kindly stopped to let us past, and we headed up to the top of the hill.

"As you take the left turn through the gate, mind the hole on the inside of the corner, you'll see the stick marking it" came over the radio. At this stage I was near the back and watched several other trucks negotiate the corner and head up hill. My turn, through the gate, there's the stick so keep right, round the little right-hander and give it some jandal to get up the hill. Next thing I'm slipping off the track into the wet grass next to it. Unfortunately the grass was about a foot high, and hidden beneath the vegetation was a water channel complete with about two feet deep slick and very slippery mud. A few bursts on the accelerator saw me settle further in the slop and it was obvious that I needed some



assistance. "Ghost to Suzi Blu, I'm stuck". I was so deep in the mud on the driver's side that I couldn't open the door. Hence why I was sitting in my truck, bit of time on my hands, as I mentioned at the start.

The normal routine of take photos first then help was duly observed with a posse of camera-toting onlookers arriving like the paparazzi. Anyone'd think it was Tom Cruise in a Tesla sitting there, not turkey in a Tojo! Then, being gentlemen, we waited while a number of the ladies rode their horses up the track before Shaun could come down to winch me out. It was rather humbling watching someone with 1hp successfully get up the track while I sat with close to 300hp horribly bogged next to it.

Ian G and Graeme masterfully directed the recovery, getting Shaun set up to winch me out using a tree above the track to run a snatch block from. It was soon obvious that an anchor was needed for Shaun and Willy provided his Pajero for the task. Getting two and a half ton out of two feet of mud isn't easy, but with many helpers we finally got the old girl free. I cleaned about 10kg of mud and vegetation out of the steering gear and we were on our way again. Thanks everyone!! The good news was that most people had a chance to have morning tea.

We headed back up to Puketiro Road and decided to give Hydro and the zig-zag a go. It was a little slippery heading down to the stream but quite dry up the zig-zag. We stopped briefly at the pylon but not really the weather for a long stay so off to lunch at the flash



newly-finished Orange Hut via Toi Toi and Rimu Roads.

The roof over the barbecue area and the shelter of the valley provided a serene spot for a relaxing lunchbreak. Then it was along Hydro Valley Road for a quick play in the trees at the Fenceline. It was deja vu all over again as Frank gleefully aimed the wee zuk at any mud until it was stuck. A quick winch from Ian and off to the next mudhole. The cloud was now lifting and looking a bit more promising for the rain to hold off.

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COOKES GOUROCK



Then it was just a matter of heading eastward along Whakatikei Road, up and over the Pram Track and back up Valley View. We made a quick detour onto Woolshed Road (now so different after the logging through here) then down the very familiar winding road to our exit point at the Totara Park bridge. We are indeed privileged to have the forest for our playground so close to our cities. Thanks again Graeme.

"THE SHERIFF REPORTS"

REEFTON IN WINTER 2016 (pt 2)

Tuesday

Today dawned wet and it just got wetter. But four of our mountain bikers were undeterred and started along the track to Big River. We Four Wheelers (now 5 trucks to allow for logistics) went to Reefton for tank and tummy and then rambled up Soldiers Rd to Big River. We stopped to follow the short walking track to the Golden Lead mine but the track becomes increasingly indistinct and it continued to rain. Nonetheless Intrepid Ian did find the shaft and noted it was full of water. The next mine, the A1 Mine, was easier to find as were the stamping Battery remains own the hill a little. We eventually wound our way to Chinamans Creek and up past the Scotia Mine to the plateau. Progress was interrupted by a call from our four mountain bikers who were now heading our way. The message was it was raining, they were cold and not enthused about the weather. Ross then grumbled about us using the radio when he was doing a vehicle recovery operation – Hmmm first we knew of that! It transpired that whilst travelling on a dead straight track he had "avoided a puddle" and parked Enterprise on its side onto a bank. He offered some excuse about keeping the average of incidents affecting Michelle and himself on an even basis. Yeah right! So the brains trust soon got into recovery mode, broke a winch rope, and eventually recovered the good ship Enterprise.

With that sorted we picked up a few mountain bikers, turned Tigga around to collect the other two at the end of their ride, and the four remaining trucks completed the short stretch to Big River. The engine shed sufficed for lunch and we then rambled back down the road, now literally running with water everywhere, towards Reefton. Essential supplies were replenished and we adjourned to Waiuta for showers, clothes washing, cooking and playing cards. DoC had kindly not provide us with a key to the laundry so that had to be attended to. It was clearly the best way for Cameron to spend his 16th Birthday mountain biking! And it continued to rain.

Wednesday

This was the fourth day of driving and we were headed to Blackwater Creek to drive the gorge to the Greenstone River. On a previous trip Enterprise had turned back and was now keen to try again. The first stage was to get to Noname Rd. The three side road "shortcuts" from the Arnold Valley Road were locked either for logging, farm purposes or whatever so we went via Greymouth where there was the ritual tank and tummy stop. But Noname Rd was soon found and apart from a stony initial section was reasonably clear with a good surface. After the forest roading system was crossed we soon descended to Blackwater Creek and a lunch stop. Rain was our ever present companion! The track was soon located on the true right bank of the Creek and an easy drive took us to the Greenstone River. Whilst a little deep - it was readily crossed - there was no easy access up the bank for the 50 metres necessary to gain the highway. The only access was a little further up river which was difficult because of a large deep section of river. But back across the Greenstone there was a second newly built access track down to the Greenstone at a practicable crossing point. Mud and bog predominated on the access track and with a little winching Enterprise reached the river, crossed to the other side and gained the highway. But we were headed to other tracks on this side so Ross re-crossed the river to head back. Enterprise eventually traversed the bog and (with difficulty) climbed the bank back onto our track. A stop at a play area had Tigga doing running repairs to re-fix a rear wheel fairing that had popped out from playing in mud. Good things come in threes and the other two were Lulu's rear axle which started making a screeching noise and Orange Peel which, whilst mobile, had a battery voltage light come on!

So Orange Peel squeezed around Lulu and along with Daise headed to Greymouth before the battery ran flat. Quick calculations, say a 40 AH capacity, 0.5 Amps for the fuel pump and engine management system, should give 80 hours running! But there was uncertainty in these assumptions, so the target was the Auto electrician at Greymouth where the alternator was removed and found to be full of dirt – how strange!

Meanwhile the rear drive shaft and two half axles were removed from Lulu and the remainder of the party also headed to Greymouth to join up with Orange Peel, or at least Ian and Howard. The alternator had been pronounced cure-able if we left it till the next day, so we left Orange Peel and all headed back to Waiuta for the night.

Thursday

This was planned to explore areas such as Cockeye Creek (near Noname Rd) and this allowed Howard, Ian and all their stuff to be dropped off at the auto electrician. They had always planned to catch a 2pm boat that day, but that looked unlikely given the truck was promised for 10 am. But Orange Peel was ready early and the gear was quickly loaded, tyres pressures set for "highway" and headed off north from Greymouth at 9.35 am. Bluebridge, cryptically, said the sailing was going to be "late" and details would be texted later in the

(Continued on page 9)

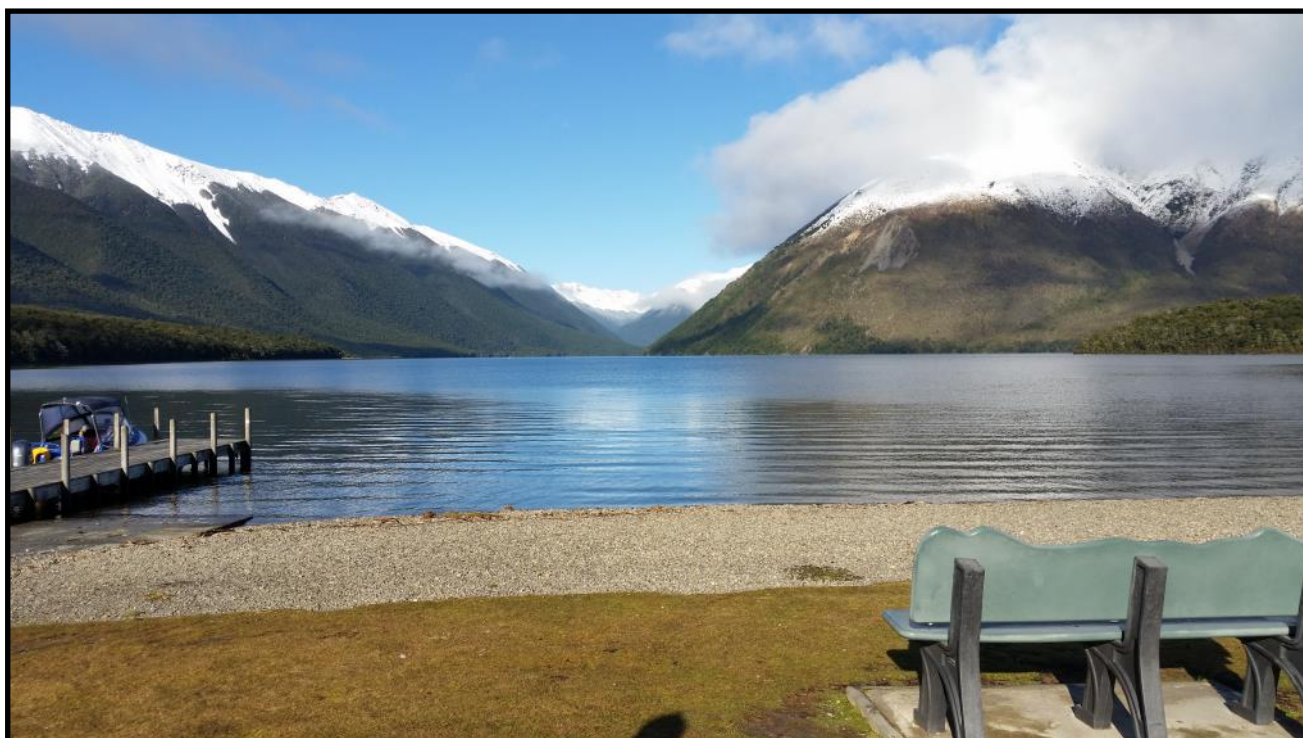
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morning! So maybe there was hope! At Murchison the text came thru, giving a 1.45 hr delay, which meant Orange Peel could easily make the sailing and even had time to stop at Lake Rotoiti to finish a small job at the Scout Lodge. So that part of the day went pretty much as well as could be hoped for and Orange Peel drove off the boat at Wellington at 7.30 pm. All well there.

Meanwhile back at the Marsden area, the other trucks were exploring Cockeye creek. In due course Enterprise popped a CV joint and was limited in track options thereafter. Richard had taken Lulu with 2WD only to go mountain biking around Reefton, no doubt made less enjoyable by the rain. Those two parties eventually retreated back to the Waiuta lodge to plan the next day.

Friday and Saturday

No doubt this will be written up by those who were there, but one suspects Friday was a slow day to fix Enterprise and get ready to pack for an early Saturday departure. I did notice both the Interislander and Bluebridge ferries approach their berths as I headed to the Stadium on Saturday, but as I had a cool beer and Pizza, watching the Hurricanes demolish the Stormers, the thoughts turned to the next trip -Hmm I wonder what the tides are like for a trip to Kauranagi Point Lighthouse at Easter??



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BARRY'S SATURDAY REVENGE

*You plant 16 shrubs, and what do you get?
Someone says there's another tray yet!
So Barry don't call me for your next trip
I'm off to the physio to check my back!*

Not quite how it went on the recent planting trip on the south coast. The morning after the Awards dinner is perhaps not the best time to schedule a morning planting trip, but there were 15 trucks lined up for the trip briefing at the south coast car park the next morning.

The weather was fine, and with a northerly wind promised it should have been calm and almost pleasant but the wind seemed to turn around and head to the shore creating large salt laden spray drifts as we ventured along the coast. The first planting spot was fairly close with most of the plants planned for the fly rock area.

As we headed along it was surprising the number of folk who were wandering along in pretty unpleasant conditions, wind blown spray, occasional sand blasts and precious little sunshine at that time of the morning.

The Council nursery staff on hand briefed us on where and how to plant the various species, the large grasses to the left, the shrubs closer to the cliff in between the grasses established on previous plantings, small grasses down in front of the logs and a spindly sort of plant next to the gorse where it would grow over and smother out the gorse. So if you managed to hear and hopefully understood at least one of the guidelines and we all grabbed plants and started. Each plant got a white magic bean to go in the hole first to give a slow release fertiliser as the "soil" for planting was more aptly described as sand and small gravel with little obvious nutrients.

And before you knew it the 300 or so plants were all planted and it was on to the next spot, the Kinoull dune, to finish the planting.

The barbeque crew at Ross Perkins Bach started their tasks as the convoy headed past to Devils Gate. There were plenty of seals basking in both sun and shade. As there were plenty of planters for the 50 or so remaining plants, Orange Peel headed back to the car park to pick up some grandchildren (oops I should all them prospective members). After fitting a couple of car seats for the prospective members, it was back to Devils Gate to see the seals and catch the tail end of the returning convoy.

The barbeque was, as usual, about both talking and eating, and it was surprisingly sheltered at Ross's bach (especially inside!).

Soon it was time to go and driving back the years of planting were obvious with lots of the former rough tracked slopes having good covers of grasses. Some still areas remain to be revegetated, but there will be more trips in future years. Discussions with Council staff led to the possibility of a sign showing CCVC's involvement in this project to maybe offset the sometimes adverse view held by some of 4WD usage on the coast.

A good mornings work by the crew showed that with enough people, you can still be back home in time to give the truck a good wash in the afternoon and still get into town for a meal, drink and see the AB's beat Wales!

Well done Barry for organising the trip.



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Bogs in the Bush

by Ralph Dobson

Let me state from the outset that I hold no one but myself responsible for what happened on our Sunday drive into the Akatarawa Forest, I know in the past trip leaders have copped a bit of flack when a trip turns out to be a little different than the participant anticipated.

I have been riding and driving in the Akatarawa Forest for the last 35 years and have yet to cover off all the tracks in this amazing play ground on our back door. The names of the tracks now sound familiar, such as "Winch every inch", "The Ruts", "Slippery Forest" and "The Twenty Four Hour". These tracks give you some idea of what to expect when you venture down the track so it was a bit of a surprise for me what we found on the "Firewood Loop". I'm



almost thinking you could drag the trailer in for a bit of a wood chopping (and yes there are plenty of large fallen tress which I guess would count as firewood) but the name doesn't really do this track justice.



We met at the Haywards turn off on a fine Sunday morning after an exciting evening of test Rugby. The trip was limited to a small number of trucks (should have been a warning) with Charles in the Pajaro leading the way, Neil in the V8 Landrover, Damon in the well set up Pajaro, Noel in the trusty Nissan, Ross in the rebuilt Cruiser and me in the Wangler. A quick trip across the forest, which we noted was reasonably slippery in places with the river running higher than usual, had us at the start of the Firewood Loop about 10.30am. Now I realise this is not the track I thought we were driving, oh well to late.

when he needed the winch out and I could still see him just up the track I could see this was going to be different. The track was so slippery no one was keen to walk up to assist but soon with Charles' help Noel was underway and it was our turn. The Wangler spun its way up the track and we soon caught up with the others before the first bog. It was now I learnt the track is pretty much un-driveable and our winches were going to get a work-out. So we drop into the bog with lockers in and foot flat on the right pedal, did reasonably well but out with the winch and a slow pull up to the flat area about 15 metres up the track. No one drove the first bog so no shame so far.

We then drive about 200 metres before the next bog, this one had ruts leading straight into the deep watery hole, in dropped Noel and again out came the winch cable. This bog needed the cable to be moved a couple of times before you were being dragged up the other side. There was a less muddy flat area to the right so we had a go at that. Slowly I edged down the slope, the left front wheel tried to move across towards the flat area but with the right rear now off the ground I got an uncomforta-



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ble feeling that she could go over. I've been in this position before so knew with a stab down on the accelerator I should be able to prevent a disastrous roll into the bog. It sort of went to plan but we didn't get to far before the winch was out, this time with a snatch block as it was going to be hard work pulling us up the exit bank. The dash lit up and the volt meter dropped out to zero, winch still working so worry about that when we get out. Once out we hear on the radio of problems ahead, Charles had done the front left ball joint in the next bog, happy days.

With no charging going on I left the engine running while we walked along the track to find Charles with the high lift out and a wheel on a strange angle. A call for M8 bolts went out and we all checked the tool kits. The main problem turned out to be the ripped off brake linings, this took some Kiwi ingenuity to fix so while we waited for the glue to set we had lunch, approx 500 meters into the track. This all took an hour or so and then it was Noels turn into the bog which included a tight corner, up into the next bog and then around the tree stump. Noel's winch gave up coming up the bank so Ross turned his truck around and the PTO was put into operation. With Noel through Ross repositioned for the Wrangler as driving this bog was again impossible. Pretty straight forward until we got as far as the tree stump, bang I was dragged around it pivoting on the body work. It was so slippery we had no option but to keep going, oh well.

All through it was time to have another breather before setting off on the longest drive yet, down a super slippery set of ruts, glad we were going down as this would be a nightmare going the other way. We get to the split in the track that we planned to take so we missed the steep slide down to the main track as we thought we would probably need to winch down it to be safe. Call came back that the tree across the track was massive so a no go. We had nearly made it with only a couple of 100 meters until gravel, feeling good as the battery was still alive and charging once we had checked the voltage with Neil's meter, must be a sensor problem but I'll keep the engine running just in case.

"Bad news guys" was the call on the radio. Three large trees down and no way round, we needed to back up the track and turn around and do all the bogs again, sh#t. Time was now against us and we needed to get a move on. The track back up to the bogs was not good as we winched for a while before Neil hooked up to me and planted boot. I have never seen so much mud hit a windscreen, I was driving blind being pulled up the track. At this time Neil noticed he was in three wheel drive so another casualty, we did get up to the top and I was left scrapping mud off the screen for 10 minutes. All up and into the corner bog, we decided it was safe enough to string three trucks together and stop out of the next couple of bogs which really worked well and was faster than using the winch.

The last bog was a killer, sitting in mud over the 33's until the winch got me up the bank with foul muddy water leaking in all the door seals. Up and out and down to the main track, we made it. Approx 5 hours to drive less than 5 km's, our co-drivers probably only sat in the trucks for about a kilometre in total. Off down to Long Crossing to regroup, driving along with very limited vision I wasn't looking at the gauges and then boom, the bonnet lifted up and we were stopped in a cloud of steam. On inspection the top tank of the radiator had split in a big way and dumped all the cooling fluid, more than a broken egg to fix this problem.

Ross so kindly towed the Wrangler out of the bush and all the way home, the guy is a legend. So out of the six trucks Charles with a broken ball joint and brakes, Neil with 3 wheel drive, Noel with a faulty winch, Damon with a full radiator and overheating badly, me with the stuffed radiator and Ross with a big smile.

At the time of writing the Wangler is a little cleaner but still not fixed so not sure how long until we are back on the road. One of those trips which are better on reflection than at the time I think, anyway we had a great day with great company all working together. Another track ticket off the list, I'll walk it next time.

K180



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Google Map





You will all recognise the above logo, don't you? Well there has been a few changes to this business but it is still about and active in Downer Street, Lower Hutt. I am working on getting a new advert to include in the magazine but in the meantime we should still be patronising this and all the other club sponsors.

TxRx Off Road

We are a big club and apart from our core interest of 4WDing we have plenty of other interest groups within including but not limited to: fishing; wine and food; hunting; We all have a radio in our trucks. Most are useful for hearing what's going on during a trip. Most have features that few operators will ever master.

At the mention of radio tech, most club members glaze over and stop listening. Radio comms is pretty well essential for every club trip but most members just want to listen in to the trip details and be able to call for assistance if they need help. Our club radios are set up so that, as a minimum, we can talk within the convoy on our own exclusive frequencies that have a good range.

Knowing more is not for everyone but within our membership, we have about 35 amateur radio operators in the club and many more members who know a lot about what goes on behind the front panel of their radio. My aim in this column is to occasionally provide some information about radio activities that might be of interest to members and promote radio as a bigger part of some trips – starting off with SOTA.

SOTA is Summits on the Air. Operators set up their radio equipment within 25 vertical metres elevation of nominated summit (usually a trig) and signal that they are ready to take calls from any station. The main requirement is that their equipment must be separated from a vehicle and the challenge is for the operator to carry their portable equipment up hills and mountains and set up their station at altitude gaining all the benefits of their radio "clean" conditions and increased range. SOTA NZ has only recently become organised in NZ with Warren Harris from the Hawkes Bay credited with promoting SOTA in New Zealand but get this, there are over 1200 registered summits in the North Island and 153 in Wellington alone (<http://www.sota.org.uk/Association/ZL1>).

Many are trigs or mountain tops that few will ever be able to get to but that's the challenge. If you're interested, visit the site, register, do some research then approach a Trip Leader to organise a trip to get you as close as possible to your desired summit. There will be a long delay for others on the trip while radio equipment is set up so it won't be a trip for everyone but you might be surprised who else turns up with their gear. Wynne Morgan is currently leading the points list in the club for SOTA and I'm sure he'll be the first to sign up for a CCVC SOTA trip.

Below is a shot of Steve and Phil Lewton supporting repair work to the repeater equipment of the Upper Hutt radio club installation adjacent to the trig at Mt Climie. As yet an unconquered SOTA site.....



Steve Mercer ZL2YD.

DRs ABCD

The briefing was simple - 8am start at Waterloo, tea and coffee provided, bring your own lunch or purchase on site. Road tyres acceptable, no recovery gear required, vehicle optional. It seemed a simple mission, nothing could go wrong, yet by the end of the day the 20 club members would have been beset by accident, tragedy and disaster, sustaining breaks, burns and bruises, shocks both electrical and anaphylactic, strokes, attacks cardiac and physical, and most permanently scarring of all, terrible, terrible overacting.

The event was the CCVC-organised St Johns First Aid Course held at the St John clubrooms at Waterloo. The course started at 7:50 with registration, and by 8am everyone had arrived! After sign in, the course instructor Roger White took a quick poll of the club's first-aid history - everything from people who last attended a year ago, to those who'd had instruction over 10 years ago. After a bit of banter, the class settled into the serious business of CPR training. This took the best part of the morning, and concluded with practical tests on a range of dummies (not club members, these were plastic mannequin's, and hence much more like normal people), including practice with a portable defibrillator device.

Throughout the course, Roger kept the momentum up with a range of anecdotes and amusing recollections, and for each medical condition or injury type, there were club members with real world examples to keep things relevant (well, most of them were, anyway).

Once the CPR section was complete, the course took in a wide range of the sorts of things likely to require first-aid, from injuries, poisons, burns, allergies right through to cardiac arrest and stroke. The strong emphasis was on avoiding any further injury or risk (to self or bystanders, as much as the patient), and the importance of preserving life rather than long-term treatment, with changes to the standard process where necessary due to the remote nature of our club activities.



A young person comforts a confused patient

Much of the assessment during the course consisted of role-playing, where 1/2 of the attendees suffer some form of mishap and the other 1/2 have to work out what's happened and respond appropriately. At times this was just a bit hilarious, but it had a serious purpose and worked very well as a training method.

Although Saturday was a beautiful spring day, the day spent in the classroom was very enjoyable, and felt very worthwhile, and seemed to pass very quickly. I strongly recommend anyone who has the chance to attend one of these courses to do so—and not just because I seem to need first aid on a regular basis!.

So - what is "DRs ABCD"? It's a way of remembering the steps used to assess and if necessary respond to a situation where a patient is unresponsive and not breathing normally.

(Continued on page 18)

A big thanks to Roger for the enjoyable and professional instruction, and to CCVC for organising and subsidising the course.

Terry K288

Adult CPR

Dangers	Ensure safety of yourself, others and the patient.	
Response	Check for response: "can you hear me?"	
Send for help	If no response, send for help – 111 for ambulance.	
Airway	Tilt the head back and lift the chin.	
Breathing	Look listen & feel for normal breathing.	
Commence CPR	If not breathing normally: Place your hands in the centre of chest. Push down hard and fast 30 times, blow in the mouth 2 times.	
Defibrillation	Attach an AED (defib) if available. Follow the instructions of the AED.	

First aid guide

Burns	Cool at least 20 mins, cover
Broken bones	Support and keep still
Chest pains	Call 111 if pain unrelieved
Sprains/strains	RICE: Rest, Ice, Compression, Elevation
Bleeding	Direct pressure and elevation

For more information go to www.stjohn.org.nz

MEMBERSHIP CARDS

Members should now have all received their membership card for the 2015/16 year. However a few members need to update their address recorded in the membership database so the card can be sent out.

Its easy, <http://ccvcwellington.wildapricot.org> and log in (use the lost password routine if you need to) and update your address details.

The NZ4WD Association has now also printed membership cards and these will be available to pick up at Club night.

CCVC Club Member's Photos and Videos

We are always keen to share club member's trip photos and videos at Club night.

Here are some simple guidelines to make it easy for everyone:

Pick your best 6 to 10 photos , resized to 1152 x 864 pixels (or use a lower resolution on your camera)

Email them with a brief description of event, location, date taken and any notes you would like included to Dave Kibblewhite

email address: verda@xtra.co.nz

OR

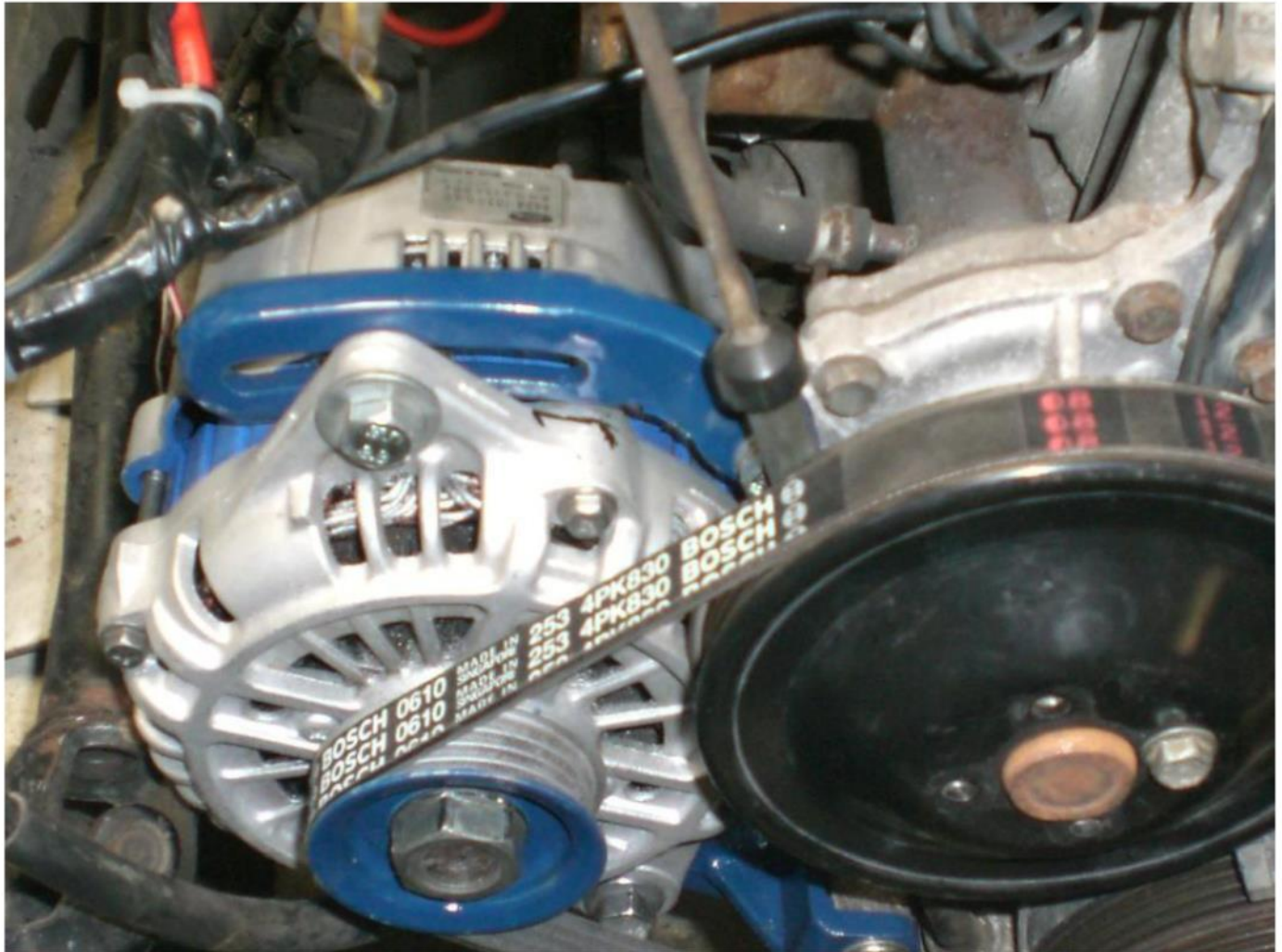
Put on a USB stick and contact Dave to arrange collection / dropoff

Always looking for 4WD related video clips, Powerpoint presentations, YouTube listings etc that can be shown on clubnight – we have the technology!

I need all material by 7.00pm on the Monday night prior to Club night to allow sufficient time to prepare the data show. If you have a "ready to show" USB stick with sequenced, correctly rotated photos and or video or Powerpoint presentation ready to show , these could be given to me on the night but please contact Dave prior to arrange.

Any questions please contact Dave

Contact details	Dave Kibblewhite
	43 Tennyson Avenue, Avalon, Lower Hutt
	021 765554 anytime
	04 9398840 work
	04 5770680 home (before 9.00pm)



Modern trucks are designed to cope reasonably well with anything they're likely to encounter on your average school run or shopping trip. If you upgrade in any way (electric engine fans, upgraded headlights, driving lights, a reasonable winch, an unreasonable sound system) you'll need to consider upgrading your charging system with a decent source of amps – enter the Ford Falcon 110A Alternator, now showing at every decent car wrecker within the greater Australasia region. This is an almost direct drop-in for most Suzuki motors, and appears in lots of other truck upgrades as well, as it's fairly grunty and easy to source. An alternative is the 110A unit from 3.5 litre v6 mitsubishi or nissan sedans, these have a tighter mounting pattern, and may well fit Pajeros and the like without much modification (you'll need to check this out yourself though).

Disclaimer

The following is a chronicle of the things that I did to obtain the result that I got. If you hurt yourself, your vehicle, or your relationships following the steps I followed, it's your problem not mine. ~~Man~~ Person up and deal with it. Authors liability is limited to, but may not extend to, expressions of sympathy. Apply as much common sense as you can, and it should all work out OK in the end. Or not, who knows, life is an adventure.

Shopping List

I replaced my alternator with one from a Falcon, sourced from the local pick-a-part, along with various other bits. If you're buying a new or reconditioned alternator, you'll need to find a matching plug, other than that everything is available fairly easily at any auto-electricians.

Electrical Upgrade – Suzuki G16A (or G13A) with Falcon 110A Alternator

- 110A alternator – these are found on EF / EL Falcons with aircon and power windows, and have a 120A fuse in the engine bay, and they are marked with the output on the alternator itself (generally covered in crud). If the alternator's crud is fairly sticky and "wet", try and find a cleaner one – the Falcons sometimes cover their alternators with Power Steering fluid, which isn't good for them. Update: some V6 Maximas have the same alternator, and it's usually clean. And probably not already grabbed because everyone's too busy snatching the Ford ones... Measure your bracket first though, as some have different spacing.



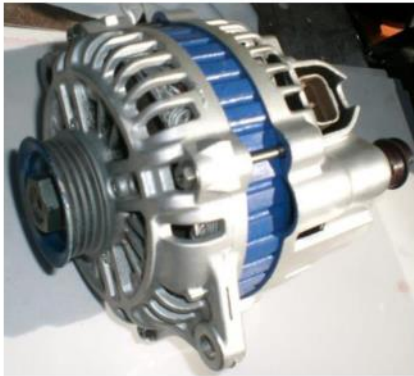
- Plug to fit the alternator. Get as much of the attached wire as you can separate. If you're feeling pessimistic and there are several Fords (always!), get a spare plug too.
- The bottom mounting bolt for the alternator (goes through from the front and screws into the rear "ear" of the bottom alternator mount) – this is a quite long M10 fine and rather hard to find on a weekend or evening (ask how I know...) MAKE SURE that when you drop it in the mud you pick it up again.
- Charge Wire: I like the white charge wire that's attached to the alternator and the fusebox on the Falcon – it's long enough for the Suzuki, and a decent gauge – or if you're really keen (yay overkill), grab the starter cable from the Falcon – it's not as thick as all that, but a really good size for the alternator feed, long enough to route up the engine and across the firewall (just me, I don't like cables running across the engine-bay to the engine), and it's a highly appropriate red. And probably cheaper than the connector from a sparky.
- 120A Fuse – Nissan Maximas have a 120Amp fuse that bolts in in place of the Suzuki 60A jobbie. Grab spares (fuses blow)
- One of the mounted captive nuts from those board-ski racks that mount to a 4wd rear tyre (or you'll have to improvise)
- One M10 rivnut
- One M8x20 head button-head machine screw (optional)
- Usual cable-ties, wire and connectors and such
- 4pk830 multi-rib belt (G16A Suzuki, otherwise, measure it yourself).

BRIEFLY:

1. The club is still missing a PR person, so if you are have a "Public Relations" bent then the club could use your services - nothing too time consuming, just a bit of sponsorship and club benefit negotiations really.
2. The annual Keep NZ Beautiful campaign is about to start so keep an eye out for the usual clean ups that the club does.
3. ***And finally the committee puts a vote of thanks to Terry for standing in and ensuring that the club magazine was published whilst editor Alan was tiki touring around Europe!!!***

Step by Step (ish) procedure

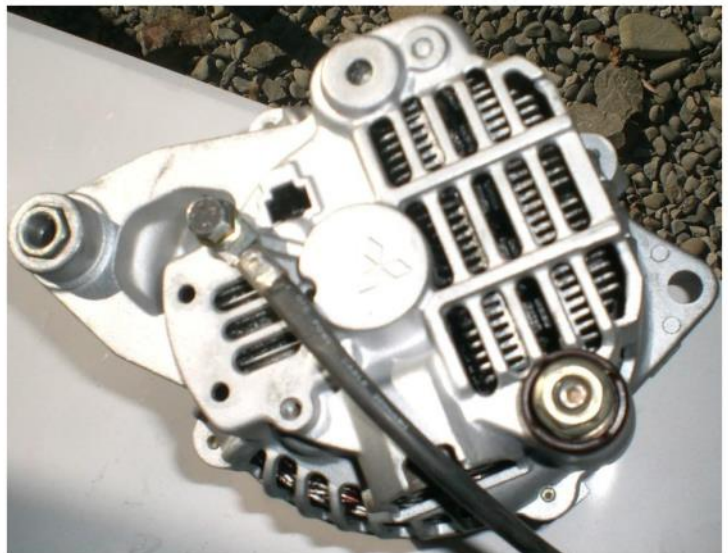
Clean the “new” alternator



Seriously, unless you just bought a new one, clean that disgusting mess. I use clothes washing powder dissolved in really hot water, and a scrubbing brush. Works surprisingly well, and isn't too toxic. Don't use solvent degreaser, there's a rubber seal inside that swells and ruins the unit (experience!). Clean the connectors as well (they're usually disgusting too). If you're going to swap the pulley for a stock Suzuki multi-rib one (you don't have to) now would be a good time to loosen the pulley nut. If a big spanner won't do it (and it won't), use a rattle gun (hold the pulley in a vice. Wrap with rags so the pulley isn't damaged). If you don't have a big enough rattle gun, ask nicely at your local tyre shop.

Prepare new alternator connections

I like to run a definite earth wire for any major electrical bits. The alternator counts. The Falcon alt has a M6 tapped boss on the back – it's a bit small, but it'll do. Crimp / solder a small-holed ring connector to a piece of black wire of a suitable fatness (same gauge as the original Alternator feed wire, or better), and screw it on. Then take it off again, but make sure you put it somewhere you can find it later.



Clean up the 2-pin alternator connector, and separate out the 2 wires. If you got a spare connector, try and figure out how to get the spade connectors out of one – if you can do it without completely stuffing up the plug, DO let me know how! Now discard the stuffed-up plug, and put the other one aside for later – you will want to splice the wires on that one into the Suzuki loom.

Remove old alternator and brackets.

Disconnect Battery earth.

Unbolt the old alternator. If swapping pulleys, remove old pulley (easy if you type it quickly).

Removing / test fitting brackets is easier (ie, possible) if you remove the radiator fan, and shroud. Hold the water-pump pulley on with at least 1 bolt so you can test-fit belts and such. The lower radiator hose can go too, if it's in the way (mine was, but the Vitara radiator in Samurai engine bay is a bit cramped to start with, standard one might be OK, definitely all fits OK on the Vitara).

Remove the cast lower alternator bracket, and the upper adjusting arm. On my motor, the upper arm bolt was obscured by the dipstick tube. This is held in place by a small bolt “nearly” hidden by the crank pulley. You can get this off with an open-ended spanner. It was incredibly close to the belt, so I replaced it with a stainless button-head screw when I reassembled everything, to improve clearance.

Clean the bracketry if you are of that ilk. Paint if you absolutely must.

Modify lower bracket

You will have to alter the lower bracket to pass the Ford long bolt through. Drill all the way through it with a 10mm drill bit. If you do this on a drill press, clamp the bracket down, so that:

- a) the hole is drilled straight and true, and
- b) it doesn't whip free and crush the crap out of your fingers.

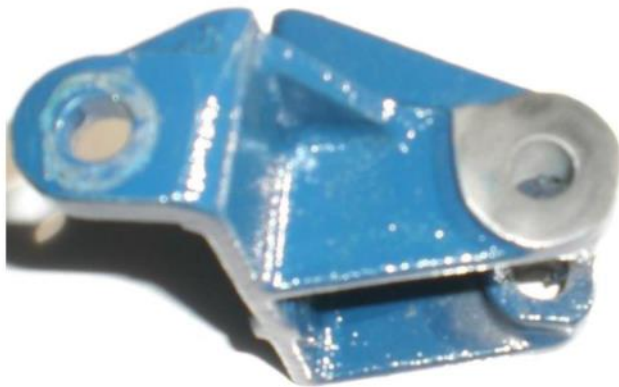
Apply a beer and bandaid, and test-fit the bracket to the alternator. Doesn't fit, eh?

The Ford alternator has a bush mounted in the back lower mounting "ear". This can be squeezed in a bit in a vice to make more room for the bracket – see the photo. The bracket still won't fit, but it's getting closer. Now take a flap-wheel or grinder, and lightly



polish off a bit of the outside of the bracket, until it goes together nicely. You could also grind the alternator, but this way a standard ford alternator can be dropped in if the current one fails. Check the ford bolt slides through and can be done up.

Bet you wish you hadn't painted it yet, eh? Mount the bracket back to the engine, and tighten it up.



Modify Alternator Adjusting Arm

There's a "corner" on the top edge of the alternator that will catch the adjusting arm as you try and tension the belt. You'll have to grind the arm back to clear it. Loosely mount the alternator through the bottom mount using the ford long bolt. If you've managed to lose it, you can use a length of threaded rod and a flange nut, for fitting purposes. But it'll turn out to have been in your back pocket all along. In the washing machine. With your wifes delicates. Buying flowers won't help, but do it anyway....

Try and fit the top adjuster, and mark where the alternator interferes with the fit. Remove it again, and grind away the offending material. Retry until it all fits up and you can swivel the alternator until it (almost) hits the water pump pulley. The bottom of your adjuster will now look a bit like this. Note that this adjuster has a "kink" in it where it mounts to the block – apparently some are straight, and these won't fit up as well – you may need to heat these up and put a bend in...



Your Two-Way Radio Specialists!



You could stop at this point (Oh OK then, paint the bracket then stop) but the adjuster is now looking a bit weak, and this alternator will take a lot more to turn (at full output) than the old weak one. My solution to this was to weld a stiffening rib along the top of the adjuster, and grind it smooth at the ends.



This also helps solve another little problem – The hole through the alternator ear is for a 10mm bolt, but the Suzuki adjuster bracket has a slot for a 8mm bolt. It turns out that an 8mm rivnut will slip nicely through a 10mm hole, and is the right length to sleeve a Ford mounting ear. To hold the 8mm bolt in place at the alternator, a “mounted nut” (I have no idea what they’re really called) from a board/ski carrier sits nicely at the back of the bracket, and the stiffening top rib stops the mounted nut from rotating, so the adjuster can be loosened or tightened with only one spanner. You could make a mounted nut with a small bit of steel and a welder if necessary, or use 2 spanners (think of the expense!)



Physically install the alternator

Install the original Suzuki pulley if that’s what you’re doing. The original Ford will work, you just need to ignore the outer unused ribs on the Ford pulley. I swapped over to keep things neater on 1 truck, didn’t on the other. Meh.

Reconnect the new earth cable to the M6 threaded boss on the back of the alternator. Connect the new Alternator output cable to its terminal on the alternator, and tighten.

Mount the alternator to bottom bracket and top adjuster. Fit a new belt (I used a 4pk830, the next size smaller looks like it might fit). Refit the dipstick tube if still off, and consider replacing that bottom bolt with a button-headed hex screw (sorry for bad photo quality here). Adjust the belt and tighten all screws.

Replace any cooling system bits you removed, and refill the radiator if necessary.



Connect low-current wiring

The Suzuki wires can be removed from the connector by releasing the lock tab on each spade connector by pressing with a tiny screwdriver, after prying the rubber back out of the plug. If you have managed to disconnect the Ford connector from its wires without destroying it (tell me how!) then connect the Suzuki wires to the Ford spade connectors, and mount them back in the Ford connector. Otherwise, cut the Suzuki connectors off (stagger the cuts by about 50mm), push some heat-shrink tube up the cable, cut the Ford cable to match the Suzuki one, solder the wires together, slide the heat-shrink down, and shrink it. Plug the connector into the alternator, and the jobs done. Wire colours? Oh OK then – the Suzuki black wire connects to the fatter Ford yellow wire, and the Suzuki white wire connects to the Ford grey wire. If you're upgrading something other than Suzuki (why bother?) use a test light with a bulb and the one that lights up bright is the ignition, and the one that lights up dull is the warning light wire.



Connect High-current wiring

The stock alternator output wire is designed for a 50A alternator, and won't handle 110 amps for long, if you ever actually need the extra current. You **MUST** run a new output wire back to the battery. First, you must disable the existing Suzuki wire. Either tape the end that was connected to the alternator (fairly thick white wire with yellow stripe) up **REALLY REALLY** well, or pick apart the wiring loom, and remove the output wire completely, all the way back to the battery clamp, via its fusible link. (Actually, you could leave the original wire connected, and add a new thicker wire in parallel, but that's just tacky...).

The new output cable should ideally be twice as thick as the original. Fit a ring terminal to the alternator end if it doesn't already have one, heat-shrink the non-ring part, and bolt it to the alternator output post. Ideally, do that before you mount the alternator into your Suzuki... Run the output cable along the original wire path (or reroute along the engine to the firewall if you like) to the battery connector – ideally via a fusible link, 100A or 120A fuse, or circuit breaker mounted as close to the battery as possible. I originally tried a Jaycar circuit breaker (the type with a switch so you can manually disconnect) – something broke inside the first time I tried hitting the "test" button. I'm now running a Nissan 120A fuse in the original Vitara fuse box – very neat, although it was a bit of a pain routing the thicker wire into it. The Samurai has a 120A Maxi fuse.

Run the earth cable you already connected to the alternator back to the battery negative post, or the point where the battery cable is attached to earth (either body, chassis, or Starter mounting bolt, depending on who's been playing with your electrics).

Start-up Tests

Reconnect the Battery negative cable. Check for smoke. Several times. Turn on ignition, check for smoke again. Ignition light should be on, go off when the car starts. Check voltage at the battery – should be in region of 14.4 – 14.8 volts. A little tip – if your voltmeter battery is low, the meter will read high. I thought I was getting 17 volts, but the multimeter battery was shot. Whew. Check that lights don't dim / voltage doesn't drop if you hit the headlights, use the lights "flash", turn the doof-doof system up to 11, whatever you can do to load the alternator.

Start-up Squeal

When you start the engine, the alternator belt squeals, but settles as soon as it's idling normally. Both of mine did this, and so did another guy who has a 110A alternator, so they must all do it. (yay science!) I think this can be cured by running a cut-out relay from the starter terminal, so that the sense wire is disconnected from the alternator while the starter is working. That should stop the alternator trying to charge the battery, to replace the energy used by the starter, while the starter is running. I haven't tried that yet, so if anyone else with the issue wants to give it a go, let me know if it works...

Good luck, Terry (sitting in a dark truck looking for a fuse) K288

Upper Hutt

Tyres & Batteries

Opposite Railway Station, Princes St, UH

.....

Tyres
Wheel Alignment
Batteries

Nitrogen Tyre Filling

Finance & Laybuy
Options Available

528 8836

SUPPORT THE
AHUROA RURAL
VOLUNTEER FIRE
SERVICE

SPECIAL POINTS
OF INTEREST:

- NZFWDA members only
- Free Camping
- Pay online
- Max 60 vehicles
- All registrations by 22nd October
- No payments on the weekend
- Cash Bar only
- Tuff Run Vehicles - must have mud tyres
- Vehicles on Shiny Run must have minimum of good all terrain tyres,
- WOF and Rego recommended for Shiny Run
- All trucks will be checked for safety by RORC scrutineers

VEHICLES
MUST HAVE:

Ahuroa Safari 2016

NOVEMBER 12-13TH



Rodney Off Road Club Inc.

Come and support the Ahuroa Rural Volunteer Fire Service in the North West of Auckland, near the Kaipara Harbour.

It will be a fabulous family weekend of mud, fun and friendship, just like all our previous ones.

Choose from either the Tuff truck or Shiny runs.

Those brave enough can camp and there will be marshmallows for the bonfire.

Confirmation Email will contain more information and directions



This may be our last separate run for the tuff trucks due to land access shortages & issues.



The Line up

Food and Beverages

Included in your entry fee is you and your passengers dinners on Saturday night, and breakfast Sunday morning. Lunches for Saturday can be pre ordered with your entry.

A cash bar will operate for those requiring something a bit stronger than a cuppa.





Lift It, Load It, Tension It, Tie It

Howard Material Handling has been selling industrial lifting equipment and general materials handling equipment in the Wellington region for over 25 years.



Products

HMH Ltd has a core range of lifting and winching equipment, including everything from lever and chain blocks, winches, electric hoists, pulleys, push trolleys and gantries... [read more](#)



Services

If you need to Lift It, Load It, Tension It, or Tie It Howard Material Handling Ltd (HMH) can help. And that's what we have been doing for over 20 years.... [read more](#)



Industries

Take a look at some of the industries that we are heavily involved in. You will see we have experience in many different fields, and we can help you, no matter what industry you are in. ... [read more](#)



Grant Uridge - Plus4 Insurance Solutions

- for insurance that pays out at claims time

Grant realises that many people enjoy talking to insurance brokers as much as they enjoy a visit to the dentist!

But at least with Grant we can talk about the slips down Odilins Road or what's the best winch to have!

But getting the most competitive premiums, quality policy wordings and best products for life, health, income and trauma insurance can save you hundreds or thousands of dollars over time.

While Grant Uridge at Plus4 cannot guarantee every claim is paid. He will make sure that you

know what you are covered for and, in the event that there is a problem, will go the extra mile to get it sorted.

Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

Remember, insurance is all about the claim.

For insurance from someone who will talk your language talk to Grant Uridge, 027 448 8689, 04 976 1099 or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit

A copy of Grant's Disclosure Statement is available free of charge.

Cross Country Vehicle Club

Roll of Honour

THE ROLL OF HONOUR CELEBRATES LIFE MEMBERS OF THE CLUB
WHO HAVE PASSED AWAY

Bob Jeffery
George Bean
Peter Boniface
Ron Oliver
Vern Lill
Steve O'Callaghan
Ron Wadham

Member Information:

Bob Jeffery Steward 1982

George Bean Treasurer 1972, 73, 74, 84, 81, 82, 84, Steward 1976

Peter Boniface Not listed as a committee member

Ron Oliver Initial President in 1971 the President 1972, 73, 74

Vern Lill Committee 1974, 76, Steward 1975, Delegate 1977, 78, Vice President
1979, 80

Steve O'Callaghan New Members Officer 1999 till 2015

Ron Wadham Safety Officer 1997, 98, led many CCVC trips

CCVC Life Members

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockcroft
Owen Farghar	Mike Gall	John Hughes	Heather Jeffery	Ron Johnson
Steve Lacey	Colin Landy	Phil Lewton	Bruce Mulhare	Raynor Mulhare
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	

Trip Leaders winch training
day - August 2016



Central Zone Club

Rnd 1 truck Challenge,

Sunday 25th SEPTEMBER 2016



End of Hakakino Rd, off
Westmere Road, Wainuiouru,
East of Masterton

Same property as previous years

Scrutineering:
From 8:30 am

Drivers Briefing:
9:15 am

Start Time: 9.30am

Details to return entry

Wairarapa 4WD Club
P O Box 792
Masterton

Cost: \$20 per team
payable on the day or
post cheque or
bank into club ANZ a/c
11 7100 0274975 11
using your surname and
initial as reference



Contact: Brendan Watchorn 027 2430452

Email: sheety@inspire.net.nz or

Peter Pope hm 06 377 1434 or 027 443 1123

Also more info at
www.czctc.org.nz

Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** 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.

Family 4X4:

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, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

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.

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. Club members must have participated in at least 2 Shiny 4X4 trips.

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.

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, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

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

Date	Name	Organiser	Category	Place
September 2016				
Saturday 10th	Akatarawa with Graeme - Book with Graeme (04) 526 7636	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 10th	Touring trip in the Hunterville, Taihape Area with David C - Club Members only (Bookings Required)	David Coxon	Family Shiny	Taihape
Wednesday 14th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	Petone Working Men's Club, Udy St
Sunday 18th	Orongorongo Monthly Trip (to be confirmed due to lambing etc)	Morris Jury	Family Shiny	Orongorongo area
Saturday 24th	Kapiti Camera Club - Colonial Knob - Members only - Bookings Closed we have enough seats	Ray Harkness	Shiny 4X4	Colonial Knob, Porirua

October 2016

Sunday 2nd	Keep New Zealand Beautiful - Beyond Eastbourne - Club Vehicles only	Darren Young	Shiny 4X4	Eastbourne Beaches to Harbour Entrance
Saturday 8th	CCVC Training Day for Prospective Members - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
Sunday 9th	Akatarawa with Ian G - Book with Ian ipgroom@xtra.co.nz	Ian Groom	Family Shiny	Akatarawa Forest
Monday 10th	Upper Hutt City Council Sunset Trip - Club Vehicles only	Ralph Dobson	Shiny 4X4	Mt Climie
Wednesday 12th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	Petone Working Men's Club, Udy St
Saturday 22nd	McKenzie Trail Recce - Limited Numbers - Bookings Essential	Grant Purdie	Club 4X4	Foxton Beach - McKenzie Trail
Sunday 23rd	McKenzie Trail with Possible extra challenges - Bookings essential	Grant Purdie	Shiny 4X4 / Club 4X4	Foxton Beach - McKenzie Trail
Wednesday 26th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
Saturday 29th	Orongorongo Monthly Trip - Book with Phil 04 970 3126 or 0275 456 590	Phil Green	Family Shiny	Orongorongo area

November 2016

Wednesday 9th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	-tba-
Saturday 12th	Akatarawa Forest with Frank A - Book with Frank (francis.a@orcon.net.nz)	Frank Allan	Family Shiny	Akatarawa Forest
Saturday 19th	South Coast Cleanup	Barry Insull	Shiny 4X4	Wellington South Coast/Red Rocks, Long Gully and beyond
Sunday 27th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
Wednesday 30th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-

CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day. But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence.

Call signs are available to financial members on request to database@ccvc.org.nz

So if you have purchased a suitable radio for CCVC use, make sure you get a call sign allocated.