

# VEHICLE CLUB Wellington

## Cross Country Chronicle

July 2018

### PRESIDENTS PIECE

Hi all,

Longest day is now behind us and it feels like it – I’m sure the days are already getting longer!

Thanks to John V for organising another great Awards night dinner. With over 80 members and partners attending it was great to have everyone there to celebrate the past year and particularly John Hughes 40 year membership. Thanks to Pedro too for giving us a few good stories from John’s past involvement.

The food was great and James Nikosie gave us a few laughs. Which was quite good since he’s a stand-up comedian and we paid him plenty. He’s a tall thin Samoan/Welsh guy and likes wearing a scarf. One day he was out in either Wainui or Auckland and he’s accosted by some “brothers” – “Hey bro!” they shout. “Hey bro – you gay?” A bit surprised he eloquently responds “Sorry? What?” “You gay bro?” “Ooh, no, no, I’m not gay. No, just a skinny Samoan/Welsh guy.” Slight pause – “Well lucky for you - that’s a terrible scarf/shirt combination.”

Thanks to all who’ve responded very promptly and paid subs already. We’re looking forward to another active year. If you have any thoughts on things we should be doing or doing more of then, or places we could go, please send me those thoughts in an email to [president@ccvc.org.nz](mailto:president@ccvc.org.nz) . Doesn’t need to be 4WDing necessarily, something involving vehicles such as fishing, a GPS rally or how about Ron’s idea of taking our cars up to Manfeild!

Cheers  
Neil

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## Lift it, load it, tie it, and tension it

Howard Material Handling located in Port Road, Seaview, is a business that is been around for 30 years. Byron Cummins, who has owned it for the last 6 years is passionate about his business. He and his 4 staff who all strive to get it right by getting the right information/right products to ensure that people are safe. From engineering compliance, manufacture and install; HMH does it all.

Originally from a commercial construction background, Byron has also spent four years involved in health and safety as a consultant and has produced plans for businesses around the Wellington region. Byron is also the Chairman for Lifting Equipment Engineers New Zealand (LEENZ).

Howard Material Handling are re-establishing themselves as one of our CCVC key sponsors. Some of the brands that Byron sells are Ironman (lift kits, light bars, led lights, winch bars, drawers, winches and canopies), Rhino Rack, Superwinch and Husky winches, Petzl range of safety harnesses and torches, ratchet tie downs, snatch blocks, pulleys, wire ropes, chains, come-alongs and tifiers, Lansky knives, and Ronstan marine products. He also sells winch ropes either Donaghys synthetic and Dyneema braids or differing diameters of steel wire. Byron is happy to provide pricing for any products he sells and can arrange installation if required. As a starting point, 10% discount is offered for CCVC members on production of their membership card.

For those engineering types within the club, there is a 350 ton press at the Port Road premises (pictured right) along with a tensile cable testing bed which goes up to 25 tonne. When he is not neck deep in his business Byron is the President of BRONZ (Bikers Rights Organisation of New Zealand) organising charity runs and operates a certified escort riders business.

Look out for Byron who will be presenting at a future club night on the how to do basic splicing on synthetic ropes.

Ron Gardner - CCVC Sponsorship

Byron will be coming to talk to us on the July Club night at the Naenae Bowling Club  
11th July at 7:30



## AWARDS NIGHT—2018

### Barbara Blackie Memorial Trophy - Glenys Feist

Donated at her own request and presented by Neil Blackie, Barbara was we believe the only female, member's partner ever to be a member in her own right. She wanted her vote to count  
Awarded to the partner that makes the biggest contribution to the club in that year.

### Andrew Farmer Memorial Trophy - Nick Conroy & Penne Durdle

Donated by Faith Farmer, Andrews Wife in his memory  
Andrew made huge contribution to the club even in legend, he arrived with a Fire engine and short shorts and only the fire engine went away.

A gifted mechanic, his highly modified FJ40 benefited immensely from him, as did the club's web project from his code writing.  
Other organisations similarly benefiting from other skill sets, a true "McGyver" character, hence the Leatherman motif.

Awarded to the most active new club member

### Bob Jeffrey Memorial Cup - Ross Picard

Donated by Heather Jeffery  
In memory of our founding member Bob Jeffrey, whose club memorial is at Rallywoods  
Awarded to recognise an unsung hero, a Helping Hand

### Glengary Award - Barry Insull

Donated by Glenda and Gary Young.  
The clock for the time and effort taken and greenstone for the colour of our hills and valleys and rocky shores and river beds. Recycled Rimu for not wasting our resources, strength of the recipient in doing what is right, height of the tree for the recipient must have been standing tall. Shape for the hills and valleys, Black for style and strength, Gold for the hearts of the people who really care about the world's environment of which we are only caretakers.

With this trophy comes a New Zealand native plant so please see Glenda or Gary Young about a month before presentation night and they will supply one

Awarded to show that we are aware of our surroundings and that we are all thankful for the efforts that have gone into conservation and the 'Tread lightly' concept while on our trips.



## AWARDS NIGHT—2018

### Reporters Award - Ian Hutchings

Presented in 2007 by Alan Donaldson, long serving magazine editor.  
Awarded to recognise major written contribution to trip reporting

### Grant Kirby Memorial Trophy - Andrew Gee

Donated in 2006 by Sheryl Thompson in memory of her partner Grant Kirby.

Designed by Grant Guy it contains a Landcruiser lay shaft and a chunk of the Odlins Road rock.

Awarded to the first CCVC team home in NZFWDA Central Zone interclub challenge

### John Findlay Award - Ian Groom

Donated anonymously in his memory

John Finlay came from Christchurch and wasn't a member of the CCVC. He passed away on the North Island Challenge on 14.2.99 during the opening speeches, the result of a heart attack.

5 people came to his aid - a woman from the motor camp in Kaitaia, Eddy Soppert from Christchurch and three people from CCVC, Phil Lewton, Jill Purdy and Glenda Young.

They gave CPR for over 40 minutes until the ambulance arrived then Eddy and Glenda applied CPR in the ambulance for another 40 minutes until arriving at the hospital where he was pronounced DOA. This incident was the first of many during this North Island Challenge where the First Aid Team was required.

Lessons were learned. Due to this chain of events the running of CCVC trips required trip leaders to carry a more extensive first aid kit and there has been a lot effort put into First Aid training.

John Finlay is survived by his lovely wife Sue, who was with him on the trip, and two daughters who were living in London at the time.

John was a Motor Mechanic who was always at the ready with his finely tuned ear which was in evidence when Ron Wadham arrived on the 13<sup>th</sup> of Jan. John could hear there was an issue with his vehicle (which no one else could hear) and went to his aid. He was always well organized with lots of lists and things were always in their place. He carried a list of every thing in his vehicle and where it could be located. He was a country man with a big heart, business man, collector of vehicles; well organised, dotted the i's and crossed the t's.

Awarded to the Trip Leader of the Year for services to trip leading



## AWARDS NIGHT—2018

### Presidents Cup - Alan Donaldson

Donated by President Grant Purdie in 2005.

Grant was club president 2002- 2005, and previously vice president for 7 years  
Awarded at the presidents whim

### Jymkana 2018

1st place - Nick Conroy  
2nd Place - Ron Gardner  
3rd Place - Neil Blackie

### Presentation Of Year Badges

**40 Year Member** John Hughes

**30 Year Member** Dave Owles

**20 Year Member** David Sole

**10 Year Member** Ash Senior

David Kibblewhite

Murry Wills,

Craig Freeman

Peter Becker

Michael Stevens

Danny Trotter

John Wells

Greg Wilkins

### Action Tyres Major Sponsor Prize - Ian Dixon

\$1,000 towards tyres

### Weekend for two - Denis Barraud



## CCVC LIFE MEMBERS

Tom Adams

Graham Barr

Leith Bean

Stuart Brown

Andy Cockroft

Mike Gall

John Hughes

Heather Jeffery

Steve Lacey

Colin Landy

Phil Lewton

Bruce Mulhare

Raynor Mulhare

Peter Osborne

Ross Perkins

Grant Purdie

Tony Street

## NEW MEMBERS

Patrick Duncan

Ian Blackwood

## RE-JOINING MEMBERS

John Weaver

Paul Meredith

## CLUB NOTICES

### MEMBERSHIP CARDS

These have now been printed and posted, but there are a handful of Members who have no postal address recorded with the Club and thus we cannot send them their card!

Let us know where you are please!

### RADIO PROMOTION

We have been offered some great rates to CCVC club Member for purchasing radios through Tait Communications. Membership card must be presented at purchase.

Contact Ian at [ian.hutchings@xtra.co.nz](mailto:ian.hutchings@xtra.co.nz) to get a list of prices and models



### CLUB ASSETS

The Club has purchased various assets over the years, mainly for use on Club events or to facilitate the smooth running of the Club. At the discretion of the Committee these assets may be borrowed by Club members for non-club purposes. An approach for use should be made to the Clubs Asset Manager, Duncan Grocott, <mailto:assets@ccvc.org.nz>

The main assets are:

Small Marque

Large Marquee

Water pump/blaster (useful for cleaning trucks)

Six handheld radio's on club frequencies (used on training days)

Portable gas bbq



## CLUB CLOTHING

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He is working on getting samples and we will get the gear modelled and photographed shortly (and include a form to fill out) but in the meantime here is a list of the new club clothing and prices:

<b>Cap</b>	
Navy/White 4014	\$15
<b>Beanie</b>	
Navy 3059	\$20
<b>Hoodie</b>	
Navy ZHH	\$75
<b>Soft Shell Jacket</b>	
Black SJM	\$110
<b>Jacket</b>	
GJ Navy/Charcoal	\$100
<b>Polo Shirt</b>	
Navy/White	\$40

If interested please contact John directly on [john.vruink@gmail.com](mailto:john.vruink@gmail.com)

## CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxx 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](mailto:database@ccvc.org.nz)

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

## CCVC CLUB MEMBERS PHOTOS & VIDEOS

We are always keen to share club member's trip photos and videos at Club night, in the club magazine and on our facebook page

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

- Pick your best 6 to 10 photos
- Save the images as a jpg
- Please resized to 1920 x 1080 pixels (or use a lower resolution on your camera)
- Please Email them to [photos@ccvc.org.nz](mailto:photos@ccvc.org.nz) – most email systems have a limit of 10MB so use an online service like [files.fm](http://files.fm) or put them on USB key
- Please don't put the photos on a website in an email or in a pdf file as it makes it hard to extract the images.

We are always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night – we have the technology!

Brendan needs all material by 7.00pm on the Friday 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, these could be given to Brendan on the night, but please contact Brendon prior to arrange. If you have any questions please contact Brendon.

Contact details: Brendon Millard  
2/11B Gemstone Dr, Upper Hutt  
027 2235705 anytime  
04 5680157 work



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

Owen Farqhar

Ron Johnson

Member Information:

Bob Jeffery - Meeting to form CCVC held at Bob's house. Steward 1982

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

Peter Boniface

Ron Oliver - Initial President in 1971. 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.

Owen Farqhar - Vice President 1978, 79, 86, 87. Delegate 1996

Ron Johnson - One of our founding members. Competitions Officer 1984. Committee member 1983, 85.

UNCLE RAY - Recognised by Wellington LandSAR

Most of you know that Ray Harkness has been a member of CCVC for nearly 20 years. In that time Ray has led many trips around Wellington, the South Island and Australia including several years as Club Training Officer. His blue SWB Pajero is dripping with radio support equipment and is always ready for civil defence emergencies. In recent times Ray has become heavily involved with amateur radio and regularly drives up Colonial Knob to attend to technical fine tuning of the radio transmitters at the top of the hill. What you might not know is that Ray is the Wellington face of WanderTrack, a service set up to help families of folk who for many reasons (mainly medical) can become disorientated when away from home. Ray makes the initial contact with the family, gains the clients confidence when he fits the pendant, registers them on a national database and turns out at all hours of the day and night to search for them when they are reported overdue to the police. He also trains the police front line staff on how to use the tracking equipment.

The WanderTrack hardware is a small pendant which the client wears around their neck and emits a radio pulse every second. The built-in battery lasts approximately 6 months and then Ray replaces the pendant. When a wearer is reported missing to the police, they just look up the details on their database, uplift the tracking equipment and set off to track the person down in the same way that DOC staff track kiwis. Just like anything technical though, experience gives the operator a huge advantage and so Ray is regularly in the passenger seat directing operations. Most missing persons can be quickly located once the searchers have locked on to their signal and got a couple of cross bearings. Because this equipment only requires one or two operators, it saves initiating a Landsar callout where over a 100 volunteers are put on standby. The police and LandSAR are indebted to Ray for his unstinting devotion to Wandertrack and singled him out with an award at the recent LandSAR Wellington AGM. They also had arranged to have his wife Elizabeth present and she was acknowledged with a bouquet of flowers for her understanding and sympathy of putting up with Ray's eccentric ways.

Congratulations Ray for a very well deserved award.



**WHEN HELP IS NEEDED**

Should members need assistance in recovering their vehicle (typically when used on a non-club activity) they should contact in the first instance:

**Duncan Grocott, Phone 027 487 6676**

(other members can then be tasked to assist)



## 2 JUNE 2018 - McKENZIE TRAIL: (Rugged Shiny 4x4)

Well the day started off clear and cold, and stayed clear for the duration.

Getting to meeting point, the bird sanctuary bollards just past Foxton Beach motor camp Manawatu River, proved to be interesting if you hadn't been there before, and feeling like you were late didn't help especially when you thought you were there but no one else was – did I have the right place? Where is everyone? Eventually other trucks turned up and all fears of a wasted trip were soon nothing but a memory.

Having been told when booking that the terrain is not really suitable for long wheel base non turbo trucks made we wonder what I had let myself in for (thankfully I have a SWB) but nevertheless you always wonder. So at the start we had six trucks; two FJ series Toyota Landcruisers, a couple of 70 series Landcruisers, a Jeep Wrangler and a Nissan Terrano. Bearing on mind the (un)suitability of certain truck types the Terrano chose to be wise and went for a drive along the beach, leaving the poor Jeep outnumbered by reliable older Toyotas.

Anyway, why am I writing the trip report ... well pictures are worth a thousand words (wish the teachers at school accepted that) ... and I was the first and only incident of significance.

The day was amazing; calm and sunny and full of learning experiences for driving in sand. Driving through the dunes was a matter of follow the leader and see what was round the next corner, what the view was from the top of the next dune, or even how steep the downside was.



*"Once a year, go someplace you have never been before." - Dalai Lama*

Also learned about making a road – effectively driving up and down a dune to compact the sand in order to be able to drive up and over. Well that's the theory anyway.

And then had fun watching two trucks attempting to climb two tracks side by side.

All in all a great day and look forward to the next run of the McKenzie Trail.

Chris McManus



## 1 - 4 JUNE 2018 OHINEWAIKUA WEEKEND TRIP (Part 2)

Queen's Birthday weekend got off to a good start. Maximus, our big 80 series, got us to the farm in time for the driver's briefing at 1pm on Friday. The other teams were gathered around our trip leader, John Vruink, absorbing many essential tips and instructions for an enjoyable and safe weekend.

Many of the teams had met up earlier in Taihape before driving to the farm in convoy. A few trucks would be joining us later in the day or early on Saturday morning. The crews mounted up and headed up the bank behind the cabins to explore the upper paddocks for the afternoon.

No time was wasted in getting the first stuck behind us. We experienced a failed hill climb followed by a short slide back to the base of the hill. After negotiating the alternate route around the hill, three tough trucks proceeded to get themselves bogged in a muddy hollow. They were all winched out in short order.

John then led the group through a series of paddocks until we reached the radio tower. Everyone took in the awesome views of the lower valley and the Moawhango River gorge. John pointed out our planned routes for Saturday and Sunday.

We then headed back to the cabins via the airstrip. The evening was spent getting to know each other over dinner in front of a warm fire.





**Friday afternoon route**



**Saturday route**

## Day 2 - Saturday

After a hearty cooked breakfast, we all gathered around for a quick driver's briefing. We then headed up the hill behind cabins and took the scenic route over to the graded road. This involved negotiating a slippery track up and around a hill and over to a scenic viewpoint. Several trucks needed a helping hand over the slippery bit at the bottom of the hill to avoid ripping up the track.

After grabbing a quick cuppa, we headed down the graded road to the bridge over the Aorangi Stream at the bottom shearers' quarters. John led some of the trucks down an alternate track that had the potential to be a tad slippery. Everyone made it down to the bridge without incident.

We then followed the Aorangi stream up the valley. This involved several crossings and some wading. Then the car trouble started: Guy's FJ40 had trouble starting due to a faulty alternator while Bruce had to replace the viscous coupling on his Jeep's cooling fan. Ross van Waas, a visitor from Tararua 4WD Club, discovered that his Suzuki had suffered a bent rear axle around lunchtime. Stewart had a brake failure that required a run home to fetch parts. He had Daise running sweetly by the time we got back for dinner.

We all made our way towards the boundary with the army land after lunch. We uncovered some ice hiding below the mud on one of the steep climbs. Two trucks needed a tow to get over the summit before the real fun started. Guy stalled the FJ40 just below the summit when Steve's jeep slid back into the FJ. Towing the dead FJ40 proved impossible due to the slippery conditions. Ross and Michelle then set up a winching operation while the rest of the group took the alternate route to the top.

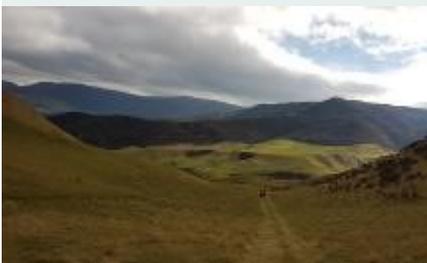




The team regrouped for afternoon tea and chatted about the experience so far. We then made our way to the fence line and admired the Army's warning signs. The rutted loop proved a bit challenging for trucks with limited ground clearance,

We then retraced our steps back towards the lower shearer's quarters with the sick FJ40 being towed. The group split up at the bridge. Three trucks assisted by doing gate duty while the Picards towed the powerless cruiser up the graded road and back to base. John led the rest of the group back to base via a steep scenic route.

We arrived back at base with the familiar aroma of a hangi brewing on the porch. Two parents of Moawhango School were hard at work in the kitchen preparing veggies and the rest of the spread. Everyone tucked in and enjoyed the tasty fund raiser meal with spirited discussions about the day's events in front of a toasty fire.



## Day 3 - Sunday

A storm blew through during the night with strong winds and a fair amount of rain. We were a little concerned that conditions may have deteriorated overnight. Sunday morning started with us bidding some of our team farewell and then heading out through some muddy patches. We passed the resident herd of Kaimanawa horses. They were truly magnificent to watch galloping across the paddock ahead of our convoy.

The LWB Patrol then gave everyone a bit of scare when it slid sideways off the track. Quick work on the winch by John and Michelle got things squared away.



*“Of the gladdest moments in human life, methinks, is the departure upon a distant journey into unknown lands. Shaking off with one mighty effort the fetters of Habit, the leaden weight of Routine, the cloak of many Cares and the slavery of Civilization, man feels once more happy.” - Richard Francis Burton*

Ohinewairua is a great training ground if you are wanting to learn how to get the most out of your vehicle in varied conditions. I was still figuring out how to get the best out of my heavy 80 series on the hill climbs. As a result, we ran out of power and stopped just short of the gate, also needing to be winched, thanks to Ross and Michelle. Some of the other trucks made it without a hitch while a few opted to take an alternate route to the next paddock.



Paul discovered a leaking tyre at our morning tea stop. He proceeded to remove the wheel from the Patrol before I spotted what was going on. I then offered to plug the hole using my tyre repair kit. This drew quite an audience as I explained the procedure and tools required. The wheel was quickly refitted and inflated before we were all on our way again.



We then moved on to play in a nearby bog hole. Everyone had a lot of fun playing in the mud. Ron then got stuck, followed shortly by Ross trying to get into position for the recovery. Stewart then came over and pulled both of them out in one neat road train manoeuvre. We will try to make the video available online.

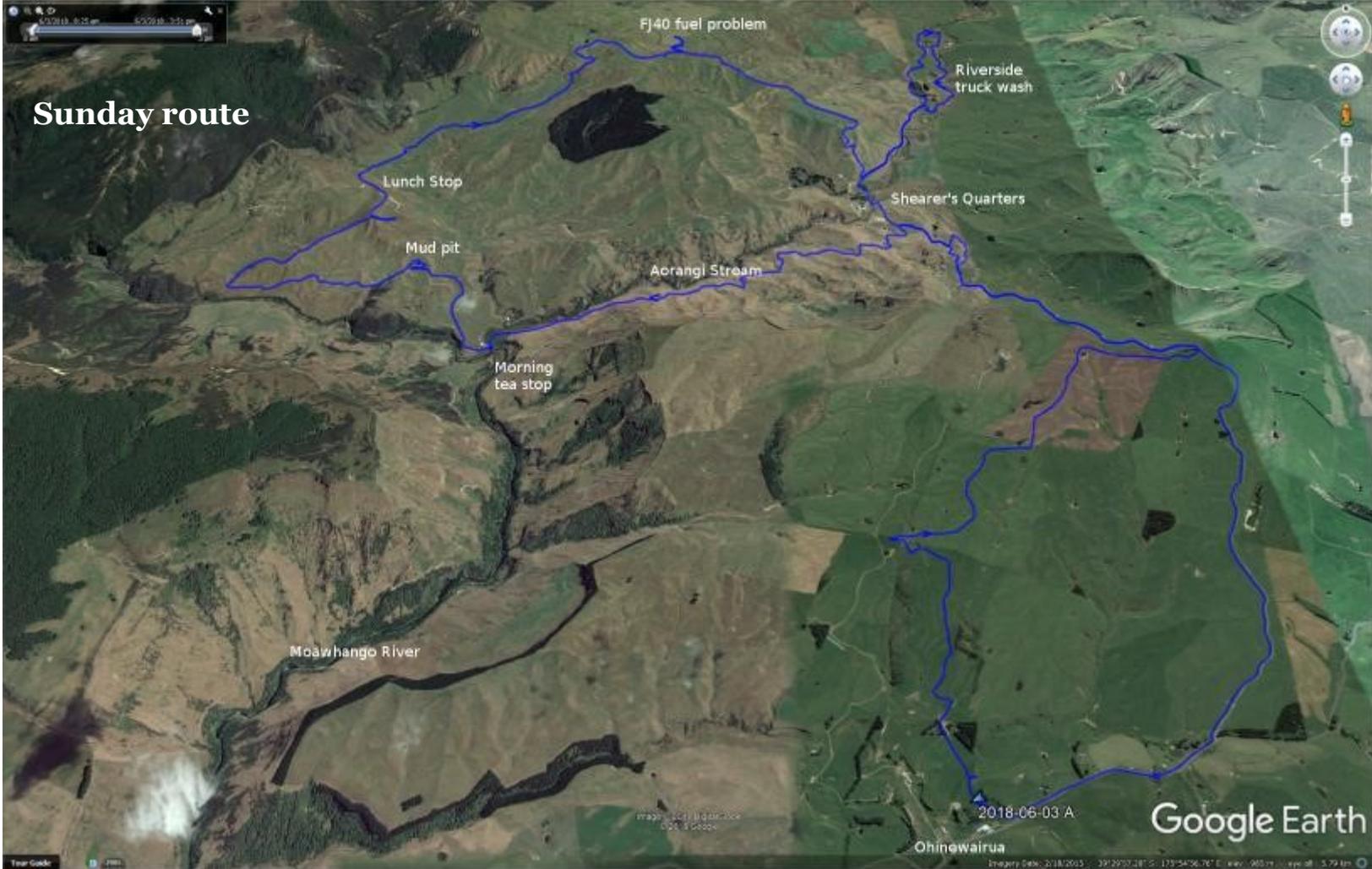


Next, we attempted to climb a track up to a ridge line. However, the mucky bit on the lower third proved too slippery with Kelsey, Ron and Graeme sliding down the hill. John then led the group in search of an alternate route. This took us into a paddock full of giant turnips.



The next round of car trouble raised its ugly head. John's blue FJ40 decided it didn't want to run on petrol only when the LPG ran out. Everyone gathered around trying to get things sorted, including stripping and reassembling the carburettor. The team didn't have much luck finding the problem. John decided it would be better to tow the FJ40 back to the bottom shearer's quarters than mucking about here.





We turned the convoy around in the turnip patch and made our way back to the farm track and headed around the forest plantation back to Aorangi stream. With the FJ40 safely parked next to the road, we all headed down to the river. Everyone took the opportunity to wash the mud and cow patties off the trucks. Some even used a brush or power wash. All of the trucks looked much cleaner afterwards, some were even gleaming.

Ross hitched up the FJ40 again and undertook his second climb back up to our base with a vehicle in tow. Emmett really enjoyed the time in the warm and comfy 80 series and refused to get back into the open and draughty FJ40 for the ride back to camp.

Stewart led a number of us up the steep alternate route. I was feeling much more confident now after figuring out how to get the most out of the auto box and big diesel. Maximus charged up the hill without missing a beat confirming my strategy.

Back at base, everyone got down to business of swapping wheels, pumping tyres and getting the trucks ready for the long road back to Wellington. The rest of the evening was spent chatting over dinner and drinks in front of the warm fire. I can really recommend anyone wanting to get the hang of their vehicle off road to join one of these longer overnight trips. Thanks again to everyone for making this such a successful trip.

Written by Shaun Ross, photos by Denise Ross

We enjoyed a cooked breakfast before bidding each other goodbye on Monday morning. Everyone agreed that this had been a wonderful weekend in great company.



## 16 JUNE 2018 - TE KOPAHOU AFTERNOON TRIP:

We had been on this trip once before on a balmy summer evening with the sun setting in over the straight. One of the things I really enjoy about 4wding is you can do the same trip multiple times but have different experiences depending on the season, the weather and the vehicles.

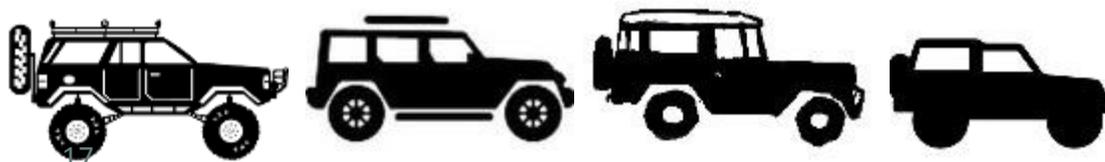
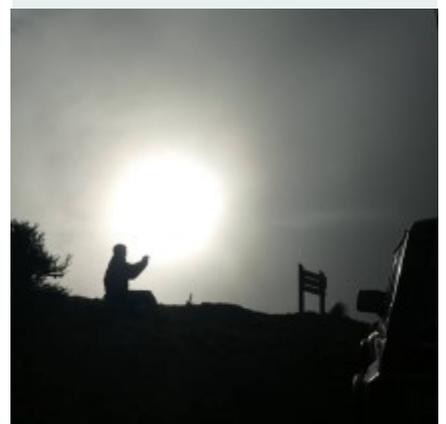
We met at the bottom of the trip track on an overcast Saturday afternoon ready for a tiki tour around the Reserve.

Through the clouds we caught glimpses of Wellington, the Pencarrow coastline, the South Island and the Makara Windturbines as we made our way up the hill. The mists rolled in as we neared the summit and many were unaware we were passing under the radar dome or “golf ball” as I call it.

A recommended trip for those who like great views and a fairly easy track.

Thanks again Barry for another great afternoon out.

Penne



## 17TH JUNE 2018 - AKAS WITH RUG RAT (Family Shiny)

### How to get Nominated to write the trip report – twice on one trip

On the 17/6/2018 13 trucks met at Totara Park. It had been raining a few days before so the rivers might have been up. The trip started off with Graeme putting the fan blade on his truck through the radiator hose – Trucks don't work too well with no coolant. Frank had to do the drivers briefing while Graeme went to Supercheap to get a new hose. We started off the trip – still no sign of Graeme.

On the way up, the hill we heard on the radio that Graeme was on his way back – so Brett (with Linda as a passenger) went back to let Graeme in. We head off up Valley View and down Lindsay's Road to fill in a bit of time so the trip leader could catch up to us.

We got to the 3<sup>rd</sup> Crossing and it was up a bit – Frank went over the river and back again just to see if it was all right (it was)

Going up the Pram track was the first time I got nominated to write the trip report. I came around a corner too fast – so I over corrected and went into the bank on the passenger side, forcing the wheel to come off the rim.

We cleaned out the tire rim and then put air in – we kept putting air until the bead popped, then it was back on the road to catch up with the rest of the group. From there it was up to the fence line track.

2 vehicles went up the hard way and failed. I and everyone else went up the easy way. This was the second time I got nominated to write the trip report. Going up the easy side, I lost grip and was not going anywhere. I went backwards and trying again made no difference. Graeme had to back down to me, stopping with grip. 2 strops had to be joined together to pull me up.

After that it was just as normal trip – lunch and trucks getting stuck in the play area.

From the play area it was down to the Orange Hut. Up to the high point to look at the view. On to Cleary's road, we stopped for afternoon tea at the bottom. Up the road and on to Puketiro road and around the short loop track then back to the Bulls Run road.

*Report by Brendon Millard*

*Photos by Alan – (my passenger for the day)*

Similar trips through the Akatawera forest are held on a regular basis for the public. The next trips are as follows:

Sun 14<sup>th</sup> July FAMILY SHINY AKATAWARAS WITH IAN G Book with Ian Groom [ipgroom@xtra.co.nz](mailto:ipgroom@xtra.co.nz)

Sun 5<sup>th</sup> August FAMILY SHINY ADVENTURE IN THE FOREST Book with Frank



*“Two roads diverged  
in a wood and I took  
the one less travelled  
by...*

*And that has made all  
the difference.”*

*– Robert Frost*

## 23 JUNE 2018 - ORONGORONGO MONTHLY TRIP

While hundreds gathered at Bishop Brian Tamaki's South Auckland's church a few hardy characters (and perhaps a couple less so) listened to Pastor Phil deliver a sermon on the windswept southern coast. Rather than draw on the Old Testament Phil's talk was about driver safety and the day's journey around the Wainui coast. The common ground between the two could likely have been look after others in the group.

Eighteen vehicles spent the day on the coast and apart from minor works at the Kotumu shingle fan no problems were encountered. Although overcast and chilly it's easy to argue another great day for 4wd driving.

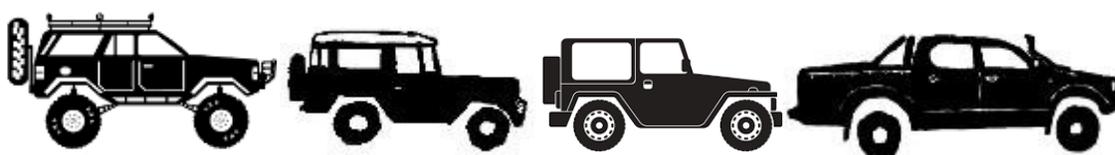
Phil has been running these monthly sojourns for some while and deserves recognition. Yes, I know many would say he's always picking on you, don't worry the old fella is planning a counter attack. I would like to record my thanks, running trips can be time consuming and often clashes with other things in life. Well done young fella, always enjoy tagging along.

Barry

Similar trips through the Orongorongos are held on a regular basis for the public. The next trips are as follows:

Sat 28th July **FAMILY SHINY** ORONGORONGO MONTHLY TRIP Book with Phil Green

There are no trips in August and September due to Lambing



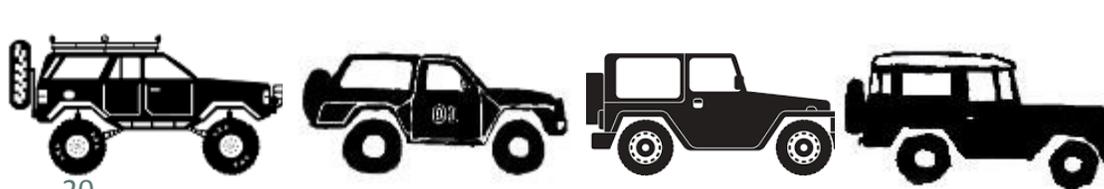
# 30 JUNE 2018 - SOUTH COAST PLANTING

The weather held off for us and many CCVC club members met at the visitor centre to help plant along the dunes.

The many hands made light work and we were finished well ahead of schedule - Thanks for everyone that came along.

- Bended Back
- Seaside Hack
- Planting in a view
- CCVC high vis queued
- Big sea at double Bs
- Sausages and savouries
- Across the strait to Tapuaenuku

Anonymous CCVC jeep owner



## TRIP CATEGORIES:

Cross Country Vehicle Club Wellington Incorporated (CCVC or Club) organises and runs 4WD trips and events that cover terrain of various degrees of difficulty. Club members and visitors that participate have differing levels of off-road driving skills and experience and their vehicles have differing degrees of off-road capability.

As a guide to participants, the level of difficulty of each trip is identified in advance as falling into one or more of the pre-defined Trip Categories. The Trip Categories are defined as:

**Touring Class** Travelling on back country roads accessible to the General Public. Limited “off road” travel may occur but only where appropriate to vehicles on the trip;

**Family Shiny** Introductory level “off road” trip;

**Shiny 4x4** More challenging “off road” trip;

**Club 4x4** Specialist vehicles and equipment required, also additional driver skills;

**Hard Yakka** The most difficult terrain, requiring significant driver and vehicle capability.

Safety issues can arise if drivers have inappropriate skills, experience or vehicle capability for any given trip.

CCVC has defined the guidelines set out in this document, describing driver skills and experience pre-requisites for participation in club trips and events in order to optimise safety to the greatest extent possible and practicable.

### Membership of CCVC

To become a member of CCVC a driver must attend three (3) trips of either the “Touring Class” or “Family Shiny” category trip.

Once these trips have been completed and the “Application for Membership” submitted, the prospective new member’s application will be considered through the Club’s new member approval process.

### Advancing through the trip categories

In order to advance to a “harder” trip category, members are expected to have participated in a minimum of two (2) trips in the previous category. Members are to advise the Trip Leader when they attend their first trip of the next category up.

Members will be required to have attended a club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of “Shiny 4x4” or above.

The member must also be judged as being capable to participate in this level of trip by the Trip Leader.

A Trip Leader has the absolute right to exclude a member from a trip if they believe that the trip is beyond the capability of either the member and/or their vehicle and that participation in the trip has the potential to place the member, their vehicle or other persons participating in the trip in any form of danger due to the Member and/or their vehicles unsuitability.

The Trip Leaders decision on the day is final and can only be contested via the clubs “Complaints Process” as set out in item 51 of the Clubs Rules (Constitution).

To participate in any trip other than “Touring Class” members vehicles must have a current CCVC Vehicle inspection sticker.

Note: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).

## JULY 2018 TRIPS/EVENTS

When booking trips please send you First and Last name and Rego to the trip leader.

### Saturday 7th CCVC TRAINING DAY FOR PROSPECTIVE MEMBERS

Bookings Required

Book with Phil 0275456590

philgreen2964@gmail.com

Phil Green

### Wednesday 11th CCVC CLUB NIGHT

7:30 Naenae Bowling Club

25 Vogel Street, Lower Hutt.

All Welcome

Neil Blackie

Meeting

### Sunday 14th FAMILY SHINY

AKATAWARAS WITH IAN G

Book with Ian Groom

ipgroom@xtra.co.nz

Akatarawa Forest

### Sunday 14th SHINY 4x4/CLUB 4x4

SOUTH IS. ANNUAL EXTRAVAGANZA

Bookings required

Ross Picard

South Island - West Coast Reefton

### Wednesday 25th CCVC COMMITTEE MEETING 7:30

Neil Blackie

Meeting

### Saturday 28th FAMILY SHINY

ORONGORONGO MONTHLY TRIP

All Welcome

Book with Phil 0275456590

philgreen2964@gmail.com

Phil Green

Orongorongo Area

For more events refer to our  
Website [www.ccvc.org.nz](http://www.ccvc.org.nz) or our  
facebook page

[www.facebook.com/wellingtonccvc/](http://www.facebook.com/wellingtonccvc/)

## NZFWDA - FOREST & RURAL FIRE LIABILITY INSURANCE COVER

Hello all,

Just to confirm where NZFWDA stands on Forest and Rural Fire liability from perspective of insurance cover for 2018 onwards.

We have previously held specific insurance for Forest and Rural Fires Act 1977 which covered risk liability of NZFWDA and members if held responsible for causing a rural fire (Section 43 of the 1977 Act).

In July 2017 the Fire and Emergency New Zealand Act 2017 (FENZ Act) repealed the 1977 Act and effectively replaced S 43 with a new offence and penalty regime that includes maximum penalties of:

- Imprisonment for up to two years, and/or
- Fines of up to \$300,000 for an individual and \$600,000 in any other case

The FENZ Act does not have the same financial liability as was present under the 1977 Act but, in addition to the penalties outlined above, under FENZ, those who suffer loss because of rural fire will need to establish a common law cause of action to recover compensatory damages. Much more will be required for successful recovery than simply proving the cause of a fire; that means those who suffer losses as result of a fire need to establish the person(s) who caused the loss did so recklessly or negligently.

Consequently the need for a separate Forest and Rural Fire sublimit has been overtaken by the FENZ Act. For NZFWDA we have continued to have Forest and Rural Fire sublimit cover of \$2M shown on our insurance certificate in case of claims under the now repealed 1977 Act. This sublimit cover will drop off our Certificate probably by next issuance date. What we now have is a significantly increased Public Liability of \$10,000,000 to cover compensatory damages claims and we have Statutory Liability of \$1,000,000 to cover any fines etc..... additionally we now also have legal defence cover of \$500,000.

NZFWDA and our members are not covered (and never have been) for gross negligence; in simple terms this means that if Clubs / members act irresponsibly or foolishly then they will find themselves on their own (there's no cover for stupidity).....so usual rules of engagement for club events will need to prevail ie Club sanctioned event / allocated trip leader / all participants documented and signed in as "members", normal risk assessment and management plans advised / etc.....

A key takeaway for our members is that any action arising from breach of the FENZ Act will most likely be sheeted home firstly to an individual but compensatory damages claims may well be against a collective; the stated objective of the new legislative regime is "to improve fire safety" but it remains to be proven that serious criminal penalties will deter risky fire behaviour. For NZFWDA members we probably have an increased need to be aware of and manage and/or control the actions of individuals who, by their actions, might be perceived to be contributing to increased risk (think things like lighting a bbq or fire in the middle of a forest during a fire ban or throwing a used cigarette out the window of a truck....)

Kind regards, Neville Dunton President, NZFWDA Inc

View the current Insurance Certificate here:

[http://www.nzfwda.org.nz/forum/viewtopic.php?f=9&t=238\\_N](http://www.nzfwda.org.nz/forum/viewtopic.php?f=9&t=238_N)

### AUGUST 2018 TRIPS/EVENTS

Sunday 5th FAMILY SHINY

AN ADVENTURE IN THE FOREST

Book with Frank

Blackjeepofthefam-

ily\_96@hotmail.com

Akatarawa Forest

All Welcome

Sunday 5th SHINY 4x4

RALLYWOODS RUNAROUND

Book with Neil Blackie

Wednesday 8th CCVC CLUB NIGHT

7:30 Naenae Bowling Club

25 Vogel Street, Lower Hutt.

All Welcome

Neil Blackie

Meeting

Sunday 14th SHINY 4x4

AN AFTERNOON IN THE FOREST

WITH GR4D3R

Book with Frank

Blackjeepofthefam-

ily\_96@hotmail.com

Akatarawa Forest

### NATIONAL EVENTS

JULY 6-7: MAINLAND SUPERWINCH CHALLENGE

Round 3, Hosted by Shotover 4WD Club, venue Alexandra.

Email [mainlandwinching@gmail.com](mailto:mainlandwinching@gmail.com)

For entry form.

JULY 20-22: NZ ENDURO CHAMPS

Hosted by Nelson Off-road Racing Club

For more information email:

[nelsonoffroadracingclub@gmail.com](mailto:nelsonoffroadracingclub@gmail.com)

JULY 28-29: OFFLIMITS ICEBUSTER

A Four wheel drive event that celebrates the diverse climate of the central plateau in true winter style. Saturday and Sunday are guided Safari days where we explore the features and some of the history of the 163,000 acres of the Waiouru Military Training area.

Go to [www.offlimits.co.nz/event/ice-buster/](http://www.offlimits.co.nz/event/ice-buster/) to register



## TRAINING:

Training takes place on every trip and Trip Leaders will try to provide support and instruction (as appropriate) to prospective and new members attending each trip.

This may be done either by the trip leader or by having an experienced Club Member take the individual “under their wing” (so to speak) for the period of the trip.

Training events for specific aspects of 4WD'ing will be organised by the Club from time to time.

As from the effective date of this document, attendance at a Club driver training event will no longer be a prerequisite to joining the club.

Members will be required to have attended a Club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of “Shiny 4x4” or above.

Refer to the trip and events list for the next training day.

## VEHICLE INSPECTIONS:

Safety is paramount in everything the club does and to this end the Club has a vehicle inspection regime where members vehicles are inspected by appointed CCVC Vehicle Inspectors to ensure that the vehicles meet the specific requirements as set out in the various Club documents (e.g. CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting).

A vehicle inspection sticker is valid for two (2) years from the date of issue. CCVC requires that all CCVC Members vehicles participating in any trip category other than Touring Class trips have a current CCVC Vehicle Inspection sticker. Members vehicles not having a current sticker displayed cannot participate in trips/events.

The Trip Leader/Event Organiser has no discretion in this regard except: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).

As from the effective date of this document, having a vehicle inspected and obtaining a vehicle inspection sticker for the vehicle will no longer be a prerequisite to joining the Club. Members and prospective members can judge for themselves which trips are appropriate for them however the Trip Leader has the final say as to whether a person or vehicle can participate in any trip or event.

It is recommended that novices on Family Shiny trips and Members new to the Shiny 4x4 category make themselves known to the Trip Leader so they can be allocated a “buddy” to guide and assist them during the trip.

Antony Hargreaves

Kane Hargreaves

Epuni Motors 1987 Ltd

Hawkins St, Lower Hutt

Ph. 04 569 3485

Dave Bowler

Pete Beckett

Bowler Motors Ltd

11 Raiha St, Porirua

Ph. 04 237 7251

Grant Guy

G Guy Motors

41 Hutt Road, Pipitea, Wellington

Ph. 04 472 2020

Shane & Carl

Mendoza Mechanical

34 Goodshed Road, Upper Hutt

Ph. 04 527 7274

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



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Commercial Vehicles Industrial Equipment

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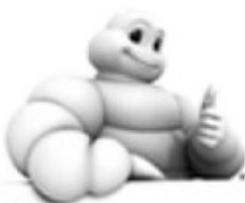
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**MICHELIN BRIDGESTONE**



Action Tyres - 7 Wareham Place - Seaview - Lower Hutt - (04) 939 2284





# Grant Uridge - Plus4 Insurance Solutions

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

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

# G. Guy Motors

## 4WD SPECIALISTS NZ



4X4 ACCESSORIES



## CCVC VEHICLE INSPECTORS WELLINGTON

**\*SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999\***

## MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!!

We need any articles, trip reports, photos, puzzles, technical items, "How-to's", etc. these are to be in the hands of the editor by the end of each calendar month.

Please email to  
newsletter@ccvc.org.nz

**DISCLAIMER:** The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area.

The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.

The Official Magazine of  
**The Cross Country Vehicle Club  
(Wellington) Inc.**

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Te Puni 5045,  
Wellington

www.facebook.com/  
wellingtonccvc/

**www.cvc.org.nz**



## PUZZLES

### ANAGRAMS - Committee members

Find all the names of the committee members in the scrambled words below.

I Call Bee Kin

Radial Pulse

I Unhitch Snag

Marred Millage

Gin Helper

Ban Monsters

Raced on Hills

Fallen Rank

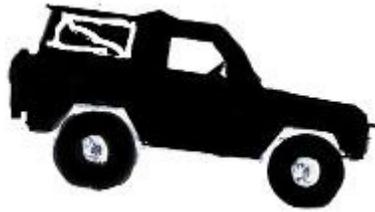
Ground Contact

Mr Secret Eve

Bold Orphans

Gran Droner

### WHOS TRUCK IS THIS?



More of a club truck than a touring vehicle the owners of this truck are a couple who are always willing to help out another stuck truck.

The owner of this truck is no longer based in the Wellington region but still participates in club trips.

Extra clue: The paint work on this truck is loosely based on a vehicle from an 80s TV show.

Answers will be revealed at Club Night

### FROM THE WEB:

We don't have "normal" TV at home and as a result watch a bit of the internet when we sit down to relax.. Here are some links to some of the things we have watched this month:

4wd action - <https://www.youtube.com/watch?v=bzutXEe4SOM>

Mega Ute Test - <https://www.youtube.com/watch?v=Tug0YVKPdZU>

Ronny Dahl - <https://www.youtube.com/watch?v=RxRinG4Kk7w>

Feel free to send me links to your favourite 4wd sites - missmuddypenne@gmail.com

